# North Hill

## Area Redevelopment Plan

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### A Community Plan For The Capitol Hill, Tuxedo and Mount Pleasant Communities

THE CITY OF CALGARY
Land Use & Mobility, Planning Policy
*CALGARY - The Best Place To Live!*

**PUBLISHING INFORMATION**


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# NORTH HILL AREA REDEVELOPMENT PLAN

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# SUMMARY OF MAJOR POLICIES

The key policies of the North Hill ARP are summarized below. For the precise wording, refer to the appropriate section of the ARP. If there are different interpretations between this summary and the policies of the ARP, the actual policies of the ARP will take precedence.

## Residential Land Use

1. Maintain the area as a predominately low density residential community. Certain residential lands are covered by a low and medium density multi-dwelling policy to accommodate townhouses and low rise apartments.

2. Encourage compatibility between new and existing development and sensitivity to the community's character through new design guidelines.

3. Mixed residential/commercial developments are encouraged at all commercial locations with an additional height bonus being offered at certain locations.

4. Maintain and enhance the existing streetscape vegetation.

## Commercial Land Use

1. Discourage the expansion of commercial uses into residential areas except where specifically allowed.

2. Encourage the creation of a more attractive public environment along Centre Street.

3. Support the development of housing units above commercial development through the relaxation and modification of C-1 height rules.

4. Reduce the maximum height allowed in new buildings along the north side of 16 Avenue to 16 metres (50 feet) with the exception of the major activity node at 16 Avenue and Centre Street which will have a maximum height of 20 m (65 feet).

6. Allow the development of a pedestrian oriented commercial development centre in the 4 Street and 23 Avenue NW area through owner-initiated redesignations.

7. Maintain and enhance the existing streetscape vegetation.

## Parks and Community Facilities

1. Retain existing parks and open space.

2. Pursue acquisition of additional park space on an opportunity basis in Capitol Hill and Tuxedo.

3. Provide improvements to encourage better use of and access to existing open space including Confederation Park.

## Heritage Conservation

1. Identify potential heritage sites.

2. Establish guidelines to allow office uses within certain heritage properties.

## Social

1. Encourage public and private agencies and community based groups to coordinate programs and share the use of facilities where possible.

## Transportation

1. Ensure a safe, efficient transportation system which protects the residential nature of the community.

2. Support development that encourages transit ridership, walking and biking as proposed in the Calgary Transportation Plan and the Transit Friendly Design Guide.

3. Address the possible impacts of the future widening of 16 Avenue.

4. Identify problems with the operation of the local roads and recommend corrective traffic measures.

5. Undertake a Community Traffic Study to address local traffic issues.

6. Review and implement, if feasible, methods of reducing traffic volumes on 20 and 24 Avenues.

# 1.0 PREFACE

An Area Redevelopment Plan (ARP) is a planning document, adopted as a bylaw by City Council, that sets out comprehensive land use policies and other proposals that help guide the future of individual communities. An ARP supplements the Calgary Land Use Bylaw (2P80) by giving a local policy context and specific land use and development guidelines on which the Approving Authority can base its judgement when rendering decisions on land use and development proposals. An ARP also provides guidance for the City in undertaking improvements and programs relating to a community.

The North Bow Design Brief will be superseded by this ARP for the three communities of Capitol Hill, Mount Pleasant and Tuxedo Park.

## Format of the Area Redevelopment Plan

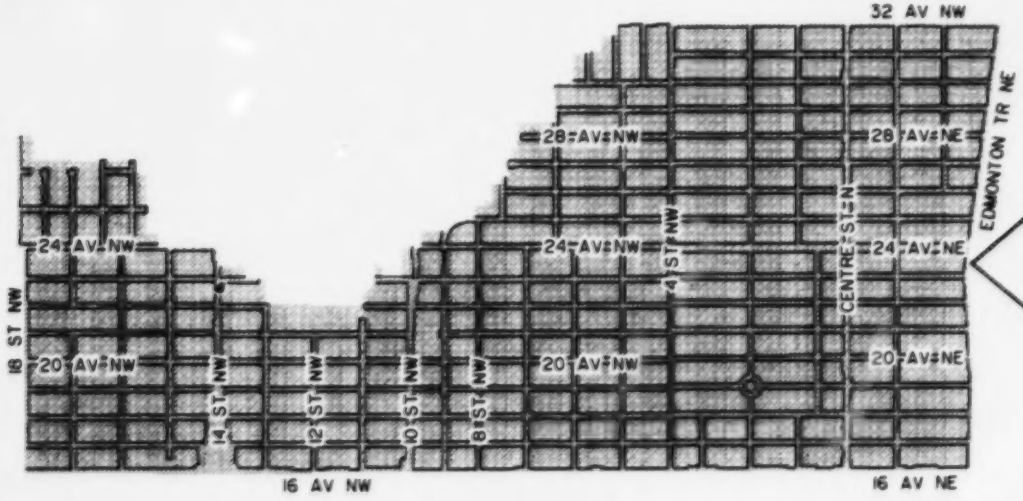
The ARP ***bylaw*** is made up of the ***white pages only*** in this document. Any changes to the white pages require an amendment to the ARP bylaw with a public hearing and advertising requirements as set out in the Municipal Government Act. The ***blue pages*** that contain the background supporting information, community perspectives and appendices have no legal status.

## Study Boundaries

The North Hill ARP covers the three communities of Capitol Hill, Mount Pleasant and Tuxedo Park, approximately 316 hectares (781 acres) of land and 12,906 residents (1997). The ARP area is bounded by 16 Avenue on the south; Confederation Park and 32 Avenue on the north; Edmonton Trail on the east; and 18 Street on the west (Map 1).

## Availability of Municipal Funds for Improvement Projects

Municipal public facilities and improvements proposed in this ARP are subject to the City's capital budget priorities and approval process. Programs recommended in this ARP will be evaluated in relation to the needs of other communities and city-wide spending priorities.



Legend

Area Redevelopment Plan Boundary

Map 1

North Hill Area Redevelopment Plan

## Study Area Boundary and Location

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
March 1999

250 0 250 500 750
METRES

# 2.0 VISION STATEMENT AND GOALS

## Context - The Present Situation

The North Hill ARP includes the three communities of Capitol Hill, Mount Pleasant, and Tuxedo. These communities were primarily developed during the 1950s although the first housing was built in the early 1900s. They have a variety of housing types typical of the city's older established neighbourhoods.

After years of population decline, the population of these communities (approximately 13,000) is now stabilizing at a level below the peak population levels of the 1960s (e.g., 1968 population of approximately 15,300).

The communities have well-treed streets, numerous schools and parks. Capitol Hill and Mount Pleasant abut Confederation Park and the Confederation Park Golf Course.

The major roads that bisect and border these communities - 16 Avenue, Edmonton Trail, Centre Street, 4, 10, 14 and 19 Streets NW offer convenient access to the downtown and crosstown. However, due to the inner city location, this same easy access has also caused problems with shortcutting traffic, speeding, high traffic volumes on internal roads such as 20 and 24 Avenues, as well as pedestrian and cyclist safety concerns. The communities are also impacted by traffic and off-site parking associated with the major commercial strips on Centre Street and 16 Avenue and by major institutions (e.g., SAIT).

Intensive strip commercial development that caters to both resident and non-resident needs is located along some of the major roads. These developments are poorly integrated with the adjacent low density neighbourhoods. The commercial areas generally provide a low quality pedestrian environment and overall appearance.

Infill (detached homes on 25 ft. lots) redevelopment is ongoing as the communities slowly change. A major challenge has been to incorporate new development without damage to the character and atmosphere of the communities.

## In The Future...A Vision

*As you approach the North Hill communities, you see large trees and well-kept houses. There is a village atmosphere with young and old mingling in a way reminiscent of earlier, gentler times.*

*On 16 Avenue, signage is attractive and legible. The commercial outlets are attractive and landscaped with trees, shrubs and flowers. Traffic short-cutting through the community is minimal. Crosswalks for pedestrians and cyclists are clearly marked for safe use.*

*As you enter the neighbourhood, a variety of housing styles can be seen. Older homes, infills and multi-unit dwellings mix together to cater to a variety of households, lifestyles and income levels. Apartments and townhouses fit in with the neighbourhood. The homes are neatly kept and well landscaped reflecting a pride of ownership and a sense of community. A few of the older homes are potential heritage sites reflecting that this community treasures its' past. The streets are well treed and invite pedestrian use. The homes offer a friendly atmosphere with front porches and verandas. There are people walking, biking and waiting for buses suggesting that the car is not the basis of life here.*

*Parks and open spaces are attractive, accessible and safe. People of all ages are using the parks in a variety of ways: walking, playing group sports, cycling and some sitting and reading.*

*Centre Street offers a commercial environment similar to a smaller town. People are milling about the area window shopping and people watching. Traffic moves slowly, allowing pedestrians to walk about safely and motorists to "look" at the commercial outlets. Parking is readily available allowing people to stop for a coffee or browse through an interesting shop. Shops cater to a variety of needs: groceries, flowers, books, drug stores, clothing shops and other small variety stores. Apartment units above the commercial outlets and on each side of Centre Street help create a vitality in the area.*

*4 Street NW has shops and an art centre. It is a delightful place to browse, have coffee, or meet a friend for dinner. Other small commercial nodes are located throughout the community offering families a place to get ice cream on a Sunday afternoon or pick up dry cleaning on the way home from work.*

*The three residential communities are linked together, to the downtown and other areas of the city, by an efficient and safe pedestrian, bicycle and bus system.*

*North Hill is a desirable neighbourhood in which to live.*

## Goals of the ARP

### Quality of Life

1. Enhance the safety, health and desirability of the communities.

### Land Use

1. Maintain balanced and stable residential communities that provide for a variety of housing types and serve a range of households, lifestyles and income levels.

2. Rationalize the location and scale of land uses throughout the North Hill communities.

### Character

1. Maintain the low density residential character, while encouraging housing intensification that is sensitive to the established character of the areas.

2. Increase the attractiveness, quality and function of the existing commercial areas, including the pedestrian environment.

3. Encourage conservation of the communities' heritage resources.

4. Encourage a compatible interface between commercial and residential development.

### Environment

1. Enhance the communities' physical environment and amenities.

2. Provide sufficient, attractive and accessible parks and open space.

### Transportation System

1. Review and improve, where necessary, the communities' transportation system to provide safe and effective pedestrian, bicycle, and vehicular movement in the community and to adjacent communities.

2. Minimize the impact of through traffic, off-site parking, and 16 Avenue upgrading on the quality of the residential environment.

## City-Wide Perspective

1. Welcome growth and change that is consistent with approved city-wide plans and is sensitive to the needs and character of the North Hill communities.

General Definitions - refer to Area Redevelopment Plan and Land Use Bylaw for complete definitions.

Low Density Residential - detatched, semi-detatched, duplexes
Low Density Multi Dwelling - townhouses
Medium Density Multi Dwelling - townhouses / 4 storey apartments
General Commercial - wide range of commercial uses and heights

14 ST NW
24 AV NW
28 AV NW
4 ST NW
32 AV
CENTRE ST N
28 AV NE
EDMONTON TR NE
24 AV NE
QUEEN'S PARK CEMETERY
TUXEDO PARK ELEMENTARY
ST. JOSEPH ELEMENTARY & JR. HIGH
QUEENS PARK ELEMENTARY
ST. PAUL ELEMENTARY
ST. PIUS ELEMENTARY
CAPITOL HILL ELEMENTARY
C
20 AV NW
17 ST NW
12 ST NW
10 ST NW
8 ST NW
KING GEORGE ELEMENTARY
ST JOSEPH ELEMENTARY
20 AV NE
BALMORAL JR. HIGH
16 AV NW
16 AV NE

Legend

Area Redevelopment Plan Boundary

Allowable types of development (upon redesignation)

- Low Density Residential
- Low Density Residential or Local Commercial
- Low Density Multi Dwelling or Local Commercial
- Low Density Residential or Low Density Multi Dwelling
- Low Density Multi Dwelling or General Commercial
- Low Density Residential or Medium Density Multi Dwelling
- Medium Density Multi Dwelling
- Medium Density Institutional Multi Dwelling
- Medium Density Multi Dwelling and /or General Commercial
- Medium Density Multi Dwelling and /or Local Commercial
- Local Commercial
- General Commercial
- Park, Community Facility or School
- C Community Hall

Map 2

North Hill Area Redevelopment Plan

Future Land Use Policy

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
January 2000

# 3.0 RESIDENTIAL

## 3.1 Context

The North Hill communities of Capitol Hill, Mount Pleasant, and Tuxedo are healthy, low density inner city residential communities. The area has provided a stable residential environment for many years.

The North Hill area was annexed to Calgary in 1910. The first development in Tuxedo began in the early 1900s, and in Mount Pleasant around 1912. The majority of the homes however were built in the late 1940s and the 1950s. Most of Capitol Hill was developed in the 1950s, although there are some homes dating back to the 1920s. The three communities have a variety of housing types and lot sizes that provide residential choices for people with different needs.

Community streets have a sense of order and attractiveness due to the relatively consistent building setbacks; pitched roof lines; mature vegetation; and similar lot and development sizes (with frontages typically ranging from 25 to 50 ft.).

Most of the land is zoned R-2 for low density housing including single-detached, duplex and semi-detached dwellings. Interspersed throughout are low and medium density multi-unit housing including fourplexes, townhouses, stacked townhouses, and low rise apartments. There has been slow but constant redevelopment through renovations and new home construction.

In 1997 the combined population of the three communities was approximately 12,900 persons, a decrease of 2,400 persons or 15% from the 1968 population of 15,335 persons. In contrast, there has been an increase of approximately 15% in the number of dwelling units in the same time period. These trends are consistent with those in most inner city communities - smaller family sizes leading to lower occupancy rates resulting in a decrease in the total population in spite of an overall increase in the number of dwelling units. The density in North Hill of 15.9 people per acre is similar to the average inner city community (15.4 people per acre).

Substantial redevelopment has occurred since the late 1970s. Building permits representing approximately $44 million worth of development were issued between 1985 and 1997. Activity has focused primarily on new infill development on 25 foot lots as well as additions and renovations. A few multi-unit residential projects have also been constructed in Mount Pleasant and Tuxedo in recent years.

This redevelopment benefits the community and the city and must be done in a manner that maintains and enhances the character of the community.

Given the present zoning, as with most inner city communities, the population of the communities could double if all sites were developed to their maximum potential. This figure is considered theoretical and extremely unlikely to occur, however, it does illustrate that there is a significant housing development potential available. It is therefore important to determine how future development can make a positive contribution to the North Hill communities.

## 3.2 Objectives

- maintain and enhance the North Hill communities as stable, safe, and viable residential communities;
- encourage a variety of housing types that accommodate different age groups, household types, and income levels;
- support residential intensification through renovation, redevelopment, conversion, and infill in a way that involves sensitive integration of new development into the existing neighbourhood fabric; and
- create a greater sense of community.

## 3.3 Policies

1. Retain the traditional role and function of the three North Hill communities as predominately low density, family oriented communities.

**Low Density Conservation and Infill Areas (Primarily Detached Housing)**

2. Support a low density housing conservation and infill policy to maintain stability while allowing appropriate new low density housing (single detached/duplex/semi-detached housing).

3. Encourage compatible new infill development and renovations that contribute to the renewal and vitality of the communities.

4. Discourage the redesignation of low density residential land to higher density residential or commercial uses, except as supported by this ARP, in order to maintain and preserve the stability and character of the communities.

5. Maintain the general development and subdivision pattern of the adjacent area. Parcel size, dimensions, orientation, usually to the avenue rather than the street, and the historic pattern of subdivision should be respected.

Exceptional site specific circumstances may dictate non-traditional development solutions however, such situations will require detailed review and evaluation.

6. Development should respect the design guidelines contained in this ARP and in the Low Density Residential Housing Guidelines for Established Communities.

7. All City-owned land should be evaluated as to its use for road, utility or park purposes. Any properties not required for these purposes under existing road or utility plans or under the Inner City Open Space Study should be made available for sale to the public. These lands should be used, to the extent possible, to increase housing choices.

**Low and Medium Density Multi-Dwelling Areas (Townhouses and Apartments)**

8. Retain the existing designations for the existing RM-4 and DC multi-unit residential sites. These areas provide a range of housing options including low profile multi-unit development. To ensure that new development is compatible with existing housing, design guidelines are provided for the Approving Authority to use in evaluating proposed developments.

9. Redesignations (rezonings) beyond those included in this ARP are discouraged and must be evaluated very carefully. The ARP rezonings proposed will serve to maintain the stability and existing character of the neighbourhoods.

   Rezonings not contemplated in this ARP, may be appropriate in locations and situations not addressed in this ARP. Redesignations to allow townhouses/ apartments may be appropriate under the following circumstances:

   - The proposed site should be on the edge of a low density area and not central to it;
   - Generally the maximum height allowed should be in the 9-10 metre range of the predominant R-2 designation. Townhouses are preferred over apartments in proximity to low density detached houses;
   - Traffic, access and parking should not overly impact adjacent low density houses; and
   - The building design must be compatible with, and contribute to, the streetscape.

10. In multi-unit residential districts, the Approving Authority is encouraged to allow townhouse development up to the apartment density allowed in the designation.

**Engineering Department**
**2708 - 16A Street NW**

11. The City wishes to relocate the engineering/ street maintenance depot at 2708 - 16A Street NW when an alternative site becomes available. Upon relocation, this site is proposed for redesignation to allow a mix of detached houses and townhouses, at a density in the R-2 to RM-1 up to 18 units per acre (44 units per hectare) range.

    The site should generally have a transition in density and built form, with the lower density development on the perimeter and the higher density in the interior. The new housing should front onto the perimeter streets in a manner generally consistent with surrounding housing. The parking should, if possible, be located to the rear of the housing or underground. Front driveways are strongly discouraged.

**Edmonton Trail**

12. The ARP recommends that a moderate increase in the residential development potential be allowed along Edmonton Trail. The properties within 30 metres (100 feet) west of Edmonton Trail, south of 24 Avenue will be supported on an "in principle" basis for rezoning from R-2 to DC (RM-2). North of 24 Avenue, the lane west of Edmonton Trail will be the boundary of the DC (RM-2) supported area. The goal of this policy is to facilitate redevelopment and the Approving Authority is encouraged to relax specific rules in the R-2 or DC (RM-2) designation where adjacent residential will not be unreasonably impacted.

    A revised land use policy for the east side of Edmonton Trail, which is not in the ARP study area, will correspond to the policies herein proposed for the west side but will be presented separately to City Council.

## 3.4 Implementation

### 1. Residential Land Use Districts

**The land use districts that best reflect the intent of the residential land use policies are:**

| Residential Land Use Policy | Land Use District | Allowable Housing Types |
|---|---|---|
| • Low Density Conservation & Infill | • R-2<br>• DC (Direct Control with low density residential guidelines) | • Single-detached, semi-detached duplexes |
| • Low/Medium Density Multi-Dwelling | • DC (RM-2) | • R-2 uses plus fourplexes, townhouses/ selected apartment types |
| | • RM-4 | • R-2 uses plus fourplexes, townhouses and three storey apartments |

2. Table 1 lists the lands recommended for redesignation.

3. To ensure that new infill development and/or renovations enhance the character of the existing communities, the following guidelines are to be considered by the Approving Authority in reviewing discretionary development applications:

## Design Guidelines for Single-Detached, Duplexes and Semi-Detached Homes (R-2 & DC) - Supplemental to the Low Density Residential Housing Guidelines for Established Communities

### Compatibility ("Fit")

1. New dwellings and renovations should respect the existing mass and forms, rooflines, front and rear setbacks, building orientation, finishing materials and design quality of the surrounding dwellings. Normally a maximum building height in the range of 8.5 m (28 ft.) is appropriate. Unique circumstances could warrant higher buildings.

2. Subdivision orientation, which in almost all cases is to the avenue, should be maintained to preserve the community character. Other orientations may be acceptable in unique circumstances such as irregularly shaped lots on the park and lots in areas where the majority of lots are oriented east-west (e.g., north of 24 Avenue in Capitol Hill and along 1 Street NW south of 24 Avenue, along Edmonton Trail and Centre Street).

### Building Elements

3. Building elements such as porches, balconies and other street front features that promote neighbourliness, participation in the "street life," increased front yard activity and natural surveillance are encouraged. Where a main floor front porch is provided, relaxations to the maximum site coverage requirements may be considered by the Approving Authority.

4. Promote individual unit identity by providing a visible means of entry from the street.

5. Semi-detached houses should generally be designed to resemble two separate houses. The facades should be articulated and have individual and separate treatment for each unit.

6. New dwellings and renovations that back onto Confederation Park should break up the height and mass of the rear facade through design techniques such as providing a balcony or using contrasting materials.

Front Yard Setbacks

7. The general streetscape character should be reinforced by having new development provide similar setbacks (front yard depth) to existing housing.

Amenity Space and Privacy

8. Private outdoor amenity space should be in the rear yard where possible. Where this is not possible, such spaces should be screened from public view by landscaping and/or fencing that is compatible with the neighbourhood style. Garages should be built immediately adjacent to the lane to save rear yard space.

9. New dwellings and renovations on sloping sites must be sensitive to adjacent homes with respect to privacy, overlooking and shadowing.

Front Driveways and Garages

10. Access to garages and parking should be from the lane, where one exists.

11. In the case of a laneless lot where front driveways and garages must be built, prominence should be given to the front door of the residence, not the garage door (e.g. the garage should be set back into or flush with the front facade of the house) where possible.

12. The visual impact of front driveways should be minimized through techniques such as narrowing the width of the pavement at the curb and flaring to the garage door.

13. An existing front driveway does not give a precedent for a wider driveway or necessarily for a front garage (particularly for one extending beyond the front facade of the house).

Landscaping

14. The Approving Authority may approve a relaxation to site coverage and building setbacks to save mature trees.

15. Where mature trees are reaching the end of their life span or need to be removed, they should be replaced using the equivalency formula in the Low Density Residential Housing Guidelines for Established Communities. Where this replacement cannot be provided wholly or partially on the site, replacement on the adjoining boulevard should be considered.

## Design Guidelines for Townhouses and Apartments (R-2A, RM-2, RM-3, RM-4 and DC)

### Compatibility ("Fit")

1. New multi-dwellings should be compatible with the scale and character of the surrounding residential neighbourhood.

2. Larger projects should resemble a series of smaller dwellings through sensitive massing and design. Monolithic, flat facades are not acceptable. The impact of the building on the street should be minimized through siting and landscaping.

3. To minimize the impact on adjacent lower density housing, multi-dwellings are encouraged to lower the eaveline below the permitted 9 metre height maximum on the side(s) of the development that abut a lower density residential dwelling.

### Orientation and Diversity

4. The preferred building form in RM-4 areas should have a maximum height of three storeys, direct access to grade, and a density in the range of 75 units per hectare (30 units per acre). Townhouses are encouraged where there are apartments already built in the block to provide a variety of housing types.

### Privacy

5. New multi-dwellings should respect the privacy of adjacent houses through the careful placement and orientation of windows and decks. High decks or balconies on the second floor or higher should be avoided if they cause undue over-viewing problems. Where this is difficult to achieve, balconies should be either recessed or designed with opaque side screens and railings.

**Building Orientation and Entries**

6. New multi-dwellings should be oriented to the street, with the primary entry at the front of the property, prominent and clearly visible to the street. Rear and side entries are strongly discouraged.

**Building Elements**

7. Exterior finishing materials should be compatible with those used in the surrounding developments.

8. Visual breaks are encouraged between townhouse buildings. These breaks should be accessible by project residents for site circulation and security.

9. Individual unit identity is encouraged, where possible.

10. The front facade of apartment buildings should be articulated to avoid a box-like appearance, to break up the bulk and to create visual interest.

**Building Setbacks**

11. To encourage a more street friendly appearance, new multi-dwellings should have a front yard setback similar to other dwellings on the street, or where possible, be moved slightly forward of the existing setbacks.

**Landscaping**

12. The landscaping requirements of the Land Use Bylaw should not be relaxed (except as noted in #22 below) and applicants are encouraged to exceed the requirements.

13. Useable rather than simply ornamental landscaped spaces are encouraged.

14. Retention of existing mature vegetation, particularly mature trees is strongly encouraged. Some relaxations to keep existing trees may be considered by the Approving Authority. Where mature trees cannot be saved, their replacement, at a value consistent with what has been removed, is recommended.

15. Landscape designs should allow adequate opportunities for surveillance.

16. Play areas and entryways should be visible from adjacent units to enhance safety and security.

**Corner Sites**

17. **The design of any multi-dwellings on a corner site should reflect its dual frontage and incorporate elements such as window treatment, building projections, wrap around verandas and decks, on both frontages.**

18. **The building setbacks should be compatible with the streetscape along both frontages.**

**Parking**

19. **The residential parking standards of the Land Use Bylaw should not be relaxed with respect to the provision of visitor or recreational vehicle parking.**

    **To reduce on-street parking congestion and facilitate parking for visitors, the following are encouraged:**

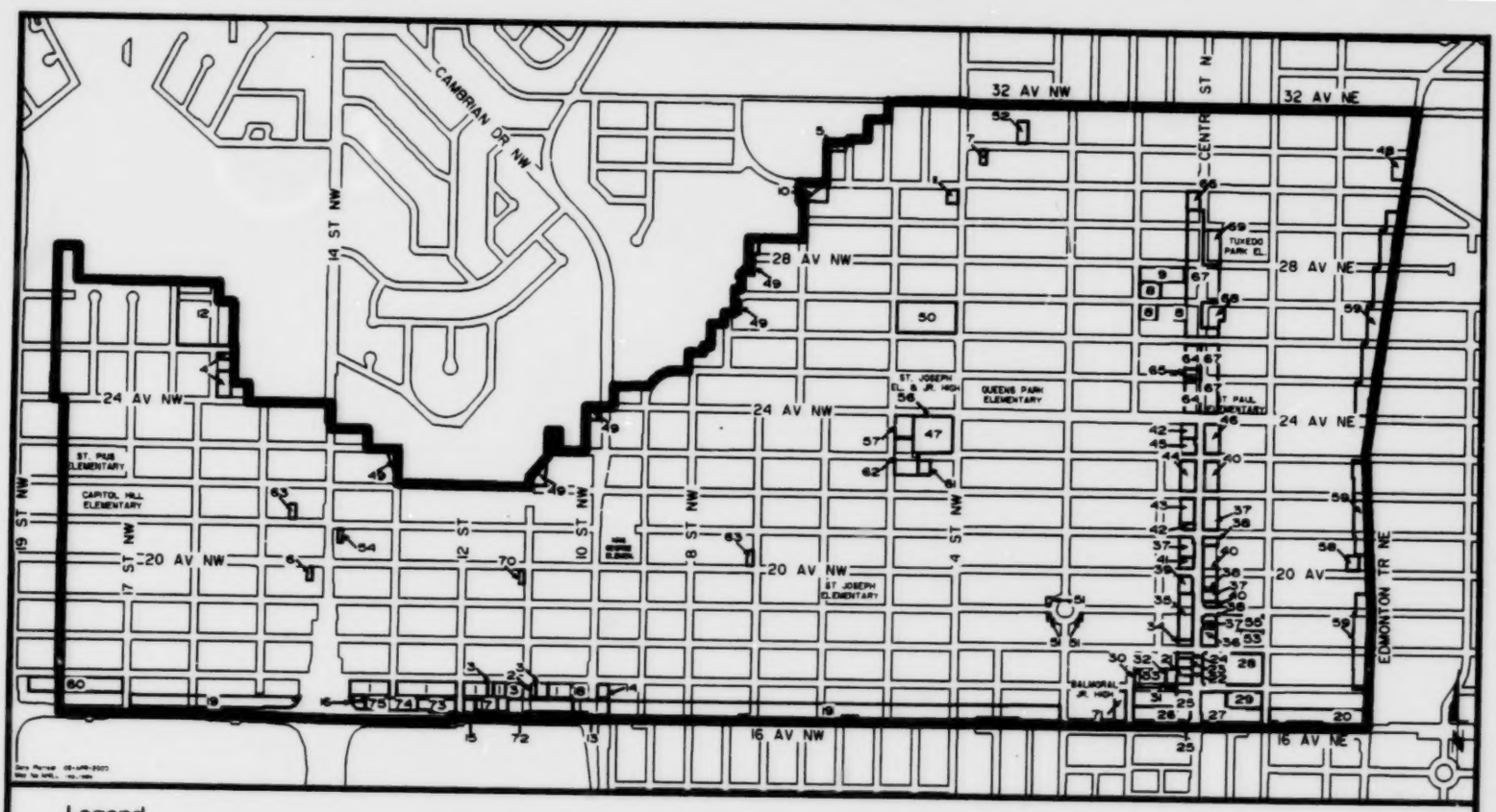
    - **0.3 on site visitor parking spaces per dwelling unit.**
    - **the location of visitor parking should be clearly identified and easily accessed.**

20. **Parking areas should be screened from the street. Landscaping and/or fencing should allow for easy surveillance where possible.**

21. **To minimize the disruption to pedestrians and the streetscape, vehicular access and parking should be from the rear lane where one exists.**

**Density**

22. **The Approving Authority is encouraged to allow townhousing in multi-unit residential districts at densities above the RM-1 standard to the maximum density allowed for apartments in the district. Landscaping requirements may be relaxed to approximately 30% to achieve the densities allowed under the designations.**




Legend

- Area Redevelopment Plan Boundary
- 1 - 52 City Initiated Redesignations
- 53-75 Owner Initiated Redesignations

Map 3

North Hill Area Redevelopment Plan

Proposed Redesignation Sites (details in Table 1)

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
June 1999

250 0 250 500 750
METRES



## Table 1

See Map 3

### City-Initiated Redesignations

The proposed redesignations are divided into two categories: City-initiated and Owner-initiated. Sites in the first category (sites 1-52) will be redesignated by the City as part of the ARP approval. The "owner-initiated" sites will not be redesignated by the City, however the City will support 'in principle' the redesignation outlined in the ARP for the site. The landowner will still have to apply for the redesignation. City Council, although having given support in principle through the ARP, may refuse the application on grounds of the impact on the surrounding area. There may be more than one appropriate designation for certain "owner-initiated" sites.

**The "City-Initiated" sites are important to overall City planning objectives. There are no strategic City or community impact objectives compelling redesignation of the "owner-initiated" sites.**

| Site | Location | Existing Designation | Proposed Designation |
|---|---|---|---|
| **Residential** | | | |
| 1 | 1119, 1121, 1125, 1127, 1215, 1231, 1235, 1239, 1301, 1305, 1309, 1313, 1319, 1331, 1333, 1337, 1401, 1405, 1419 - 17 Ave NW | CS-1 | RM-5 |
| 2 | North Portion of 1140 - 16 Ave NW | CS-1 | DC (RM-5 & parking) |
| 3 | 1129, 1133, 1201, 1207, 1211, 1221 - 17 Ave NW | CS-1 | DC (RM-5 & medical clinic) |
| 4 | 2504, 2508, 2510, 2514, 2516, 2528 - 16 St NW | A | R-2 |
| 5 | 3125 - 5A St NW | A | R-2 |
| 6 | 1511 - 20 Ave NW | DC (900) | R-2 |
| 7 | 459 - 31 Ave NW | C-1 | R-2 |
| 8 | 111, 126, 129, 130, 131, 132, 133, 134, 137 140 - 27 Ave NW | R-2 | RM-4 |
| 9 | 111, 119, 123, 129, 131, 135, 139 - 28 Ave NW | R-2 | RM-4 |
| 10 | Portion of 651 - 30 Ave NW | R-2 | PE |
| 11 | 501, 505 - 30 Ave NW | C-1 | DC(R-2 & office) |
| 12 | 1650 - 25 Ave NW, 2724, 2724R, 2802 - 16A St NW, 1651 - 27 Ave NW, 2807 - 16 St NW | A | RM-1 |
| 13 | 1026, 1030 - 16 Ave NW<br>1106 - 16 Ave NW | C-3<br>CS-1 | DC maximum 9 storeys if mixed commercial & residential |
| 14 | 1025 & 1029 - 17 Ave NW | R-2 | DC (RM-2 with underground parking) |
| 15 | 1238, 1240 - 16 Ave NW | CS-1 | C-3(16) |

| Site | Location | Existing Designation | Proposed Designation |
|---|---|---|---|
| **Commercial** | | | |
| 16 | 1424 - 16 Ave NW | CS-1 | C-3(16) |
| 17 | 1222 - 16 Ave NW | C-2(23) | C-3(16) |
| 18 | 1717 - 10 St NW | CS-1 | C-3(16) |
| | 1103, 1107 - 17 Ave NW | CS-1 | C-3(16) |
| 19 | 308, 310, 314, 324, 336, 340, 344, 406, 414, 424, 506, 516, 520, 524, 526, 540, 602, 616, 620, 624, 626, 632, 636, 702, 706, 710, 716, 720, 730, 804, 810, 814, 818, 820, 824, 826, 832, 840, 904, 912, 916, 920, 924, 1006, 1010, 1012, 1022, 1520, 1540, 1624, 1640, 1708, 1716, 1730, 1740 - 16 Ave NW | C-3(46) | C-3(16) |
| | South portion of 802 - 16 Ave NW | | |
| 20 | 202, 208, 210, 222, 238, 242, 246, 250, 254, 256, 260 - 16 Ave NE | C-3(46) | C-3(16) |
| 21 | 104, 108 - 17 Ave NW | DC(266) | C-3(20) |
| 22 | 1809 Centre St NW | C-3(16) | C-3(20) |
| 23 | 1813, 1815, 1817 Centre St NW | C-3(27) | C-3(20) |
| 24 | 1819 Centre St NW | DC(266) | C-3(20) |
| 25 | 1701, 1715 Centre St NW, 107 - 17 Ave NW | C-3(46) | C-3(20) |
| 26 | 108, 112, 116, 120, 124, 128, 130, 14[illegible] - 16 Ave NW | C-3(46) | C-3(20) |
| 27 | 1706, 1710 Centre St NE | C-3(46) | C-3(20) |
| | 1716 Centre St NE | C-3(46) & C-1 | C-3(20) |
| | 102, 108, 112, 116, 122, 126, 128 - 16 Ave NE | C-3(46) | C-3(20) |
| | 132 - 16 Ave NE | DC(79Z95) | DC[C-3(20) plus existing use] |
| 28 | 1818 Centre St NE, 134, 136, 140 - 17 Ave NE, 135, 139 - 18 Ave NE | C-1 | DC(RM-4/100 or C-2(12)) - no auto uses, extra storey if residential, shopping centre allowed |

| Site | Location | Existing Designation | Proposed Designation |
|---|---|---|---|
| 29 | 117, 121, 125, 127, 133, 137, 139 - 17 Ave NE | C-1 | DC (C-2(12) or RM-5) |
| 30 | 1804A - 1 St NW | DC(6Z85) | DC(C-1 or RM-2) |
| 31 | 111, 115, 117, 118 - 17 Ave NW | RM-4 | DC(C-2(12) or RM-5) |
| | 139 - 17 Ave NW | R-2 | DC (C-2(12) or RM-5) |
| 32 | 112, 116 - 17 Ave NW | DC(77Z88) | DC(C-2(12) or RM-5) |
| 33 | 124, 126, 130, 132, 134 - 17 Ave NW & 1810 - 1 St NW | R-2 | DC(C-1 or RM-2) |
| 34 | 1901 Centre St NW | C-2 | DC (C-2(12) or RM-5) |
| 35 | 1905, 1909, 1915, 2001, 2005, 2009 Centre St NW | C-3(16) | DC (C-2(12) or RM-5) |
| 36 | 1902, 1906, 1910 Centre St NE | DC(8395) | DC (C-2(12) or RM-5) |
| 37 | 1914 Centre St NE<br>2010 Centre St NE<br>2014 Centre St NE<br>2220 Centre St NE<br>2111 Centre St NW | DC(8504)<br>50Z88<br>62Z82<br>62Z86<br>DC (795) | DC (C-2(12) or RM-5) |
| 38 | 1918, 2016, 2120 Centre St NE | RM-4 | DC (C-2(12) or RM-5) |
| 39 | 2015, 2017, 2021 Centre St NW | C-1 | DC (C-2(12) or RM-5) |
| 40 | 2004, 2018, 2022, 2102, 2106, 2110, 2114, 2302, 2306, 2308, 2312, 2318, 2396 Centre St NE | C-1 | DC (C-2(12) or RM-5) |
| 41 | 2101 Centre St NW | DC(34Z91) | DC (C-2(12) or RM-5) |
| 42 | 2201, 2415, 2419 Centre St NW | RM-4 | DC (C-2(12) or RM-5) |
| 43 | 2205, 2207, 2209, 2213 Centre St NW | C-2(12) & C-3 | DC(C-2(12) or RM-5) |
| 44 | 2301 Centre St NW | C-2 | DC(C-2(12) or RM-5) |

| Site | Location | Existing Designation | Proposed Designation |
|---|---|---|---|
| 45 | 2401, 2405, 2411 Centre St NW | C-2(12) | DC(C-2(12) or RM-5) |
| 46 | 2404 Centre St NE | DC(558) | DC(C-2(12) or RM-5) |
| 47 | 2411 - 4 St NW<br>owner could rezone to RM-4(75)(City will rezone from C-3 (46) to C-3(16)<br>East portion of 530 - 23 Ave NW | C-3(46) | C-3(16)<br><br>R-2 |
| 48 | 3111, 3119 Edmonton Trail NE | C-6 | DC(C-1 plus existing uses) |
| **Parks** | | | |
| 49 | 5 pieces of Confederation Park - Part of 905 - 30 Ave NW & Part of 2807 - 10 St NW & Part of 1400 - 22 Ave NW | R-2 | PE |
| 50 | 523 - 27 Ave NW | R-2 | PE |
| 51 | 251, 407, 408 - 19 Ave NW | R-2 | PE |
| 52 | 432 - 31 Ave NW | RM-4 | PE |

**The ARP will support, in principle, owner-initiated redesignations as listed below. Sites may also redevelop under their existing designation.**

| Site | Location | Existing Designation | Support Redesignation To |
|---|---|---|---|
| **Residential** | | | |
| 53 | 128, 132, 134, 140 - 18 Ave NE | R-2 | RM-4 |
| 54 | 1435 - 21 Ave NW | C-1 | RM-4 |
| 55 | 125, 127, 129, 135, 139 - 19 Ave NE | R-2 | RM-4 |
| 56 | 2411 - 4 St NW<br>City will rezone to C-3(16) (owner could rezone to RM-4(75)) | C-3(46) | RM-4/75 |

| Site | Location | Existing Designation | Support Redesignation To |
|---|---|---|---|
| 57 | 2410 - 5 St NW | R-2 | DC (RM-2) |
| | 531, 535, 539 - 24 Ave NW | R-2 | DC (RM-2) |
| 58 | 254, 260 - 20 Ave NE | C-1 | RM-4(75) |
| 59 | 260, 264 - 17 Ave NE | R-2 | DC (RM-2) |
| | 259, 261, 260, 264 - 18 Ave NE | R-2 | DC (RM-2) |
| | 259, 263, 260, 264 - 19 Ave NE | R-2 | DC (RM-2) |
| | 265, 269, 258, 268 - 21 Ave NE | R-2 | DC (RM-2) |
| | 263, 267, 262, 264 - 22 Ave NE | R-2 | DC (RM-2) |
| | 257, 261 - 23 Ave NE | R-2 | DC (RM-2) |
| | 258, 260 - 24 Ave NE | R-2 | DC (RM-2) |
| | 266 - 25 Ave NE | DC (31Z88) | DC (RM-2) |
| | 319, 320, 322, 323, 327 - 26 Ave NE | R-2 | DC (RM-2) |
| | 319, 323, 324, 326 - 27 Ave NE | R-2 | DC (RM-2) |
| | 327, 330, 332 - 28 Ave NE | R-2 | DC (RM-2) |
| | 334, 336 - 29 Ave NE | R-2 | DC (RM-2) |
| | 1913, 2511, 2515, 2519, 2605, 2817, 2911 Edmonton Trail NE | R-2 | DC (RM-2) |
| 60 | NE portion of 1818 - 16 Ave NW | DC(37) & DC(877) | DC (RM-2) |
| 61 | 515, 517, 519 - 23 Ave NW | C-1 | DC(RM-2) |
| 62 | 527, 531, 534, 535, 539, 540, 542 - 23 Ave NW | R-2 | DC(RM-2 or C-1) |
| | 530 - 23 Ave NW | R-2 | DC(RM-2 or C-1) |

| Site | Location | Existing Designation | Support Redesignation To |
|---|---|---|---|
| **Mixed Residential & Commercial** | | | |
| 63 | 1522 - 21 Ave NW<br>802 - 20 Ave NW | R-2 | DC(R-2 & office in potential heritage building) |
| 64 | 2501, 2505, 2509, 2515, 2517, 2607, 2611, 2615, 2619 Centre St NW | RM-4 | C-1 or DC (2 floors of residential above grade level retail) |
| 65 | 2601 Centre St NW | DC(41Z94) | RM-4 or C-1 or DC (2 floors of residential above grade level retail) |
| 66 | North pt of 3009, 3013, 3019 Centre St NW | R-2 | DC (RM-2) |
| 67 | 2705, 2713, 2715, 2719, 2803, 2811, 2815, 2819, 2903, 2913, 2925, 3003, south pt of 3009 Centre St NW | C-1 | RM-4 or DC (2 floors of residential above grade level retail) |
| | 108 - 26 Ave NW | C-1 | RM-4 or DC (2 floors of residential above grade level retail) |
| | 106 - 29 Ave NW | C-1 | RM-4 or DC (2 floors of residential above grade level retail) |
| | 2510, 2520, 2610, 2614, 2616, 2620, 2702, 2802, 2806, 2810, 2816, 2820 Centre St NE | C-1 | RM-4 or DC (2 floors of residential above grade level retail) |
| 68 | 2720 Centre St NE | DC(79Z91) | RM-4 or DC (2 floors of residential above grade level retail) |
| 69 | 2902, 2906 Centre St NE | C-1 | DC (RM-5) |
| | 2910, 2914, 2918 Centre St NE | R-2 | DC (RM-5) or C-1 |
| | 107 - 29 Ave NE | R-2 | DC (RM-5) or C-1 |
| 70 | 1201 - 20 Ave NW | R-2 | DC (C-1 plus one residential unit) |
| 71 | 204 - 16 Ave NW, 1717 - 1 St NW | R-2 | C-2(16) or RM-5 |
| **Commercial** | | | |
| 72 | 1108, 1110, 1112, 1116, 1120, 1130 & south portion of 1140, 1202, 1206, 1208 - 16 Ave NW | C-1 & C-2(16) | C-3(16) |
| 73 | 1320, 1324 - 16 Ave NW | DC(7853) | C-3(16) |
| 74 | 1336, 1396 - 16 Ave NW | C-1 | C-3(16) |
| 75 | 1400, 1404, 1408, 1412 - 16 Ave NW | DC(267) | C-3(16) |

# 4.0 COMMERCIAL DEVELOPMENT

## 4.1 Objectives

### General

1. Encourage commercial development that serves the local community in local retail nodes.

2. Ensure a high standard of commercial development and minimize its impact on nearby housing through limitations on maximum height, signage, access and parking.

3. Discourage expansion of commercial uses into residential areas.

4. Encourage the development of housing units along commercial corridors.

### Centre Street

5. Encourage improvement in the pedestrian environment along Centre Street.

### 16 Avenue

6. Encourage development of a mixed use node in the 16 Avenue and Centre Street area and encourage transit supportive uses along Centre Street.

7. Provide planning direction for 16 Avenue development before and after road widening.

## 4.2 16 Avenue Commercial Development

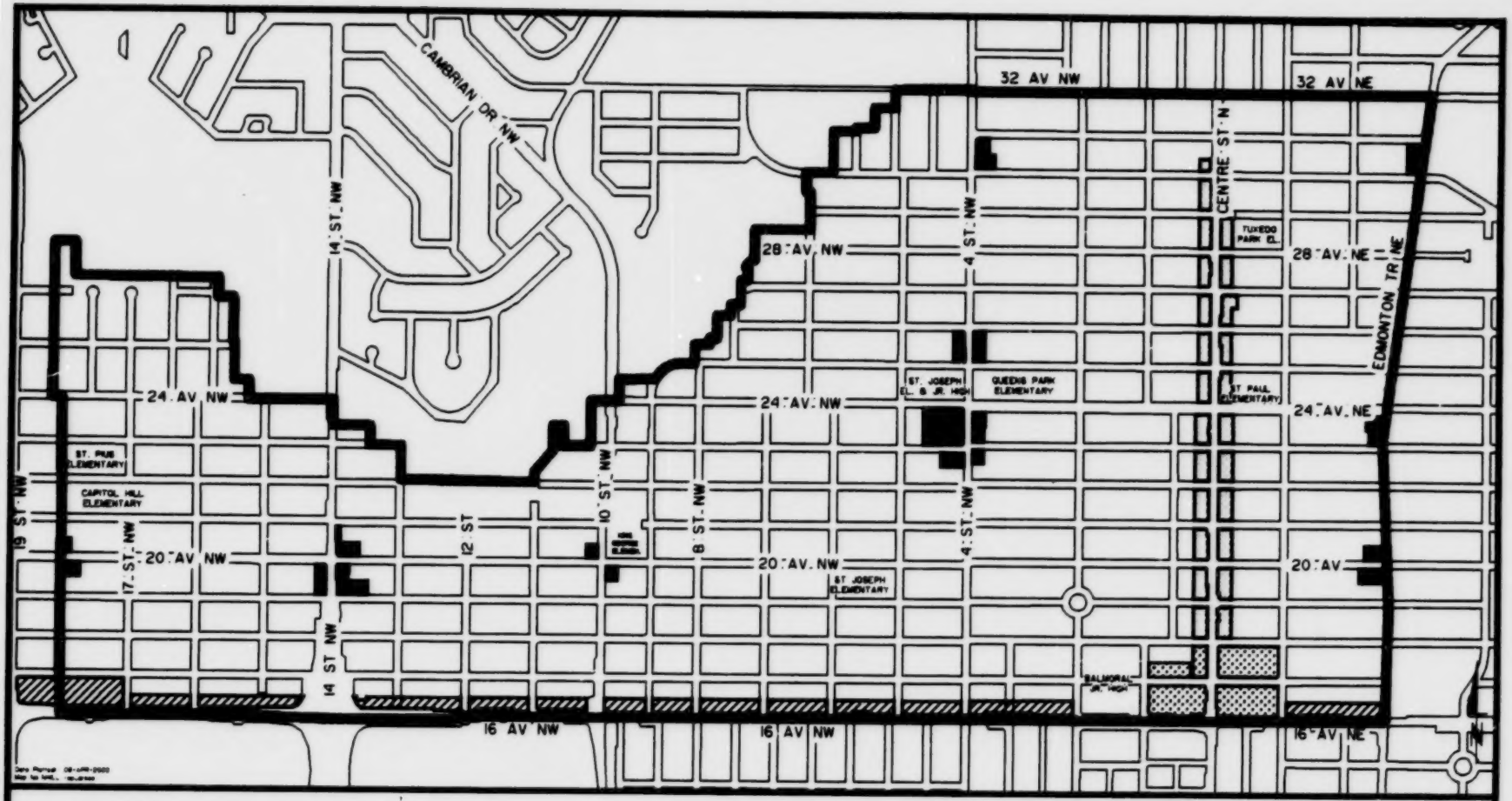
### 4.2.1 Context

16 Avenue is a major commercial corridor serving drive-by traffic and local residents. A wide range of goods and services are available, however, the high traffic volumes, noise and narrow sidewalks detract from the pedestrian shopping experience.

The character of businesses, buildings, signage and landscaping has changed little over the past ten years. Likely future development will occur as existing older buildings are demolished, and will provide auto service, fast food, convenience retail services, etc. New buildings will likely be one storey or two storeys set at the back of the property with parking in front oriented to the passing traffic.

### Proposed Road Widening

16 Avenue, the Trans Canada Highway, is a major component of the city's road network. Average weekday traffic volumes are expected to reach




Legend .

- Area Redevelopment Plan Boundary
- Local
- 16 Avenue
- Centre Street
- 16 Avenue & Centre Street Mixed Commercial/Residential node

Map 4

North Hill Area Redevelopment Plan

Commercial Areas

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
March 1999

250 0 250 500 750
METRES

approximately 68,000 vehicles by the year 2019, after the proposed widening as compared to 40,000 vehicles in 1997. Such large traffic volumes and the redesigned road configurations will seriously affect commercial uses as well as the nearby residential environment. In the long-term future, some truck traffic may be diverted to the ring road system around the city.

The widening of 16 Avenue as proposed in the 16 Avenue North Functional Study, 1977 would limit access to businesses and residential areas. A median would limit left turns to signalized intersections only. On the south side of 16 Avenue many buildings will be removed to construct additional lanes in both directions. On the north side, the curb line would remain in approximately the current location, however, a bylawed property line setback of 5 metres (17 ft.) is required for sidewalk widening when new buildings are developed.

Construction timing for the full widening of 16 Avenue has not been finalized, but phase one, 2 Street NW to 10 Street NW, has been tentatively scheduled to be completed by 2003. The balance of the widening, 6 Street NE to 2 Street NW, will likely be completed within two years following phase 1. The uncertain timing has slowed redevelopment on the north side of 16 Avenue. Prior to construction, the Transportation Department will review roadway design and local traffic flow issues with affected landowners and the surrounding communities. See the Transportation Section of this ARP.

### 4.2.2 Policies

**Building Height on 16 Avenue**

Along most of the north side of 16 Avenue in the study area, the current C-3 designation allows buildings up to 12 storeys (46 metres). The existing commercial buildings are one or two storeys, and the few taller buildings are generally between three and five storeys. The adjacent 17 Avenue housing is usually one to two storeys in height. A reduction in the maximum building height to 6 storeys (16 metres) would contribute to the stability and quality of the adjacent residential environment and reduce the impacts of new commercial buildings on 16 Avenue. The small site area of the commercial parcels already place severe limitations on developing buildings higher than two or three storeys.

This ARP recommends a maximum building height of 16 metres for new buildings adjacent to low density residential areas (Table 1).

The Land Use Bylaw requires that a minimum of 25% of the floor area of a building in a commercial district be commercial. This ARP strongly encourages the Approving Authority to permit medium/ high rise residential development along 16 Avenue in which commercial uses are limited to the grade level.

On the north corners of the 16 Avenue and 10 Street intersection, the ARP proposes a DC designation allowing up to 9 stories with at least one storey of commercial which would be located at grade. Development above 16 m could only occur in predominantly residential buildings.

**Commercial/Residential Interface**

Commercial uses along 16 Avenue and residential uses along 17 Avenue are separated by the lane which provides access to parking for both uses as well as loading and unloading for the commercial uses. As traffic and business activity increases, traffic related impacts will likely spill into the residential areas. The impacts of commercial traffic, noise, and parking on adjacent residential uses should be carefully considered through the development approval process. Generally, access to new 16 Avenue commercial development should be from 16 Avenue only. Safety of patrons visiting 16 Avenue commercial sites must be seriously considered in designing driveway accesses to 16 Avenue.

New buildings should be designed to minimize noise and traffic impacts on adjacent houses. Access to the rear lane and side streets for parking or loading and unloading is discouraged where adequate access is provided to and from 16 Avenue.

New buildings should have an attractive rear facade and a solid fence, where possible, along the lane to protect adjacent housing.

New developments should incorporate pedestrian and transit supportive design elements where feasible.

**Parking Lots**

The Calgary Parking Authority (CPA) operates five parking lots along the north side of 16 Avenue which are designated C-3 (128, 140, 524, 716, 820 - 16 Avenue NW) and one on the corner of 17 Avenue and 9 Street NW which is designated R-2 (1740 - 9 Street NW). The parking lots (total of 125 stalls) were acquired to replace on-street parking that was removed from 16 Avenue in the 1960s.

Commercial properties that front onto 16 Avenue are expected to redevelop to more intensive uses in the future. The CPA lots benefit all businesses in the area and reduce the impacts of commercial parking on adjacent housing. The CPA may propose disposal of the lot if they can demonstrate that:

- all properties that could reasonably benefit from the parking lot have been developed with sufficient parking;

- the types of development, particularly fast food outlets are unlikely to benefit from the proximity of a particular lot.

The private parking lots on 17 Avenue (535, 539, 739 - 17 Avenue NW) are designated R-2 and serve businesses fronting onto 16 Avenue. These lots are non-conforming uses and may continue in operation, however any redevelopment of R-2 lands shall be to housing. The parking lot landowners are required to maintain landscaping and fencing to a reasonable standard.

Redevelopment of the northern portion of the Highlander Hotel parking lot would require a land use redesignation. The preferred alternative use to the existing parking is townhouse development. New development should have minimal negative impacts on the surrounding residential areas.

### 4.2.3 Implementation - 16 Avenue

1. **Table 1 indicates the redesignations that will be undertaken for properties on the north side of 16 Avenue.**

2. **Guidelines for new commercial development:**

   - **Design should minimize noise and traffic impacts on adjacent housing.**
   - **Avoid lane access where adequate access is available from 16 Avenue.**
   - **Egress from developments should be designed to minimize traffic conflicts and ensure safety of vehicles entering 16 Avenue.**
   - **Provide solid fencing along the rear where appropriate.**
   - **Incorporate pedestrian and transit supportive design elements.**

3. **Parking requirements for new commercial development may be relaxed in part where CPA parking stalls are available within 40 metres (130 feet) of the business, and development plans indicate minimal impacts on adjacent residential uses. Such relaxations are not appropriate for fast food or auto related uses.**

4. **CPA parking lots shall be retained except as outlined in Section 4.2.2.**

5. **The Approving Authority is encouraged to relax the 25% minimum commercial component along 16 Avenue to facilitate apartment development with at-grade retail.**

## Signs Along 16 Avenue

### General

6. Current exemptions for signs placed on Calgary Transit facilities are continued.

7. Policies in Improving Calgary's Entranceways should be respected.

8. Landscaping is recommended, where practical, at the base of new signs.

9. All power cables shall be underground.

10. Facia signs should not project above the roofline of a building.

11. Applicants are encouraged to include an area on new signs to display temporary messages. If the inclusion of an area for a temporary message would result in the sign exceeding maximums, the Approving Authority is encouraged to grant a relaxation.

### Temporary Signs

12. Banner type temporary signs are not allowed except for street pageantry, cultural and festival activities.

13. Freestanding temporary signs shall not be larger than:

    - 1.5 square metres (16 square feet) on lots with a frontage of 30 metres (98 feet) or less; and

    - 3 square metres (32 square feet) on lots with a frontage of 30 metres (98 feet) or larger.

### Identification Signs

14. Fascia, awning, canopy, painted wall (mural) and art signs are encouraged.

### Third-Party Advertising Signs

15. Mural signs, painted or mounted on buildings, are preferred over billboards.

16. Freestanding pillar signs are allowed up to 3.6 metres (11.8 feet) high.

17. Upgrading of existing billboards should be carried out by sign owners.

18. The maximum height of a billboard should be 6.7 metres (22 feet).

19. The current Land Use Bylaw minimum separation distance of 75 metres between

**billboards shall be revised to 150 metres along 16 Avenue from 6 Street NE to 4 Street NW.**

20. **Vertical signs are preferred, however, 3 x 6 metre (10 x 20 feet) horizontal (poster) signs are allowed.**

21. **Double billboards (side by side) and rooftop billboards are not allowed.**

## 4.3 Edmonton Trail NE, 4 Street NW and Other Local Commercial Sites

### 4.3.1 Context

Commercial services in the ARP area serve both regional needs (16 Avenue, Centre Street) and local needs (Edmonton Trail, 4 Street, various small nodes). The businesses in these 'local' areas are often well established.

The commercial buildings in the local commercial nodes (Map 3) are generally one to two storeys, well maintained and range from older converted dwellings to modern office buildings. A few commercial buildings include apartments, and in the future this housing alternative may become popular and contribute to housing choices within the inner city.

### 4.3.2 Policies

1. Encourage a range of uses that provide services to the local community in local commercial areas (e.g., Edmonton Trail nodes and 4 Street NW) . Businesses that depend on a "regional" customer base should generally be located along Centre Street or 16 Avenue.

2. Encourage multi-unit residential (RM-2) development on Edmonton Trail.

3. Improve the visual attractiveness of local commercial areas through upgraded maintenance, landscaping and new buildings.

4. Improve pedestrian access to local businesses when existing buildings are renovated or new buildings are constructed.

5. Consider development of pedestrian-oriented commercial uses and a village centre in the 4 Street and 23 Avenue NW area. Remaining residential properties on 23 Avenue between 4 Street and 5 Street may be redesignated for limited commercial uses.

   Actions should be taken to support existing commercial activities in the area.

6. Commercial buildings should be compatible, particularly in terms of height, with surrounding housing.

#### 4.3.2.1 Edmonton Trail Redevelopment

The ARP explored the appropriateness of various land use designations along the west and east side of Edmonton Trail.

There were a number of reasons to consider a low density retail designation along the street however the likely impact on homes along the avenues was persuasive in the decision not to pursue the retail option. The other possible retail option would have allowed commercial development in existing houses along Edmonton Trail. This option was also rejected due to possible impacts.

The recommended policy would support owner-initiated redesignations from R-2 to DC (RM-2) for lots within 30 metres (100 feet) of Edmonton Trail.

### 4.3.3 Implementation - Local Commercial

**1. Table 1 lists the proposed redesignations.**

**2. The City will assist, as resources allow, to establish a business association for merchants and landowners in commercial districts throughout the area.**

**3. In the 4 Street and 23 Avenue NW commercial area, the following actions are proposed to support local commercial development:**

- **Redesignations as listed in Table 1 to increase area population and allow additional restricted commercial uses on 23 Avenue.**
- **Maximize on-street parking.**
- **Support relaxing the height limit in the C-1 districts to allow a third floor if the development will have one residential floor.**

## 4.4 Centre Street

### 4.4.1 Context

Centre Street functions as Tuxedo's 'main-street' where neighbourhood and area residents can find a wide range of goods and services. Historically, Centre Street was the centre of commercial activity serving the basic retail and service needs of the area neighbourhoods, with trips to and along main street typically on foot. Although Centre Street still provides many goods and services to the community, changes in shopping patterns and personal mobility have contributed to its decline as the community's commercial focus.

Given the proximity of the commercial area to housing, future redevelopment along Centre Street will have to address interface issues (e.g., building height, overshadowing, privacy, commercial parking and traffic impacts, lighting, signage, access, and property maintenance) as well as the pressure for commercial expansion into adjacent residential areas.

### 4.4.2 Objectives

1. Support the long term development of a vibrant and attractive 'main street' that provides shopping, employment and residential opportunities.
2. Encourage businesses that provide a mix of goods and services to serve the local communities.
3. Encourage appropriate land use intensification so that Centre Street can develop into a more compact, mixed use environment that supports residential, commercial and transit supportive uses.
4. Provide for a form of development that is compatible in character and scale with the adjacent residential areas.

### 4.4.3 Policies

**General**

1. New commercial and/or residential development should contribute to the creation of a high quality pedestrian environment consistent with the Transit Friendly Design Guidelines. Some methods to achieve this pedestrian environment include an emphasis on pedestrian-oriented uses, the use of building design, facade treatment, landscaping and on-street parking. Trees along the Centre Street frontage are particularly important.

2. A continuous building edge with buildings located at the sidewalk is preferred, where possible, as it creates a more attractive pedestrian environment.

3. New buildings should be compatible with adjacent residential uses and reflect the design quality of the most attractive nearby commercial development. Overlooking and shadowing on nearby housing should be minimized.

4. Corner buildings should be well detailed and articulated on both street frontages.

5. The orientation of commercial development should be towards Centre Street and not directly onto the residential avenues.

6. New developments should provide direct, pedestrian access to the building or a main building entrance from the street, even for auto-oriented uses. Shopping centres, for example, should provide at least one major entrance with direct pedestrian access from the street.

7. Canopies, awnings or arcades should be provided along the street frontage of the building.

8. New developments should incorporate transit shelters/protected waiting areas, where appropriate.

9. Trees should be planted along street frontages in new developments especially if front yard parking is proposed.

10. Loading and garbage enclosures should not be located immediately adjacent to residential properties, or encroach on the pedestrian right-of-way. Garbage areas should be enclosed and designed as an integral part of the development.

11. Commercial servicing areas should be visually screened from residential areas.

12. The 2.138 metre (7 foot) road widening setback area could be used for street improvements and beautification (e.g., sidewalk improvements, landscaping, pedestrian amenities).

13. Uses such as automotive sales and services, large warehouse retailers, or drive-through restaurants are discouraged as they detract from a pedestrian shopping environment.

14. Encourage residential development above commercial uses.

15. The Planning & Building Department will assist area businesses adjacent to Centre Street to establish a Business Revitalization Zone (BRZ) or a business association. Cooperative actions using such techniques as joint marketing/promotion; pedestrian area improvements, street design enhancements, landscaping and tree plantings can be used to improve Centre Street.

**Centre Street and 16 Avenue**

16. The Centre Street and 16 Avenue intersection area (Map 3) will be a high density commercial node with a maximum building height of 20 metres (64 feet).

17. New development in the Centre Street and 16 Avenue node should:

    - Locate the building at the sidewalk or paved pedestrian area;
    - Encourage buildings three or more storeys in height;
    - Include pedestrian and transit waiting and movement areas; and
    - Include unique architectural and/or public art features.

**17 Avenue NW between 1 and Centre Streets**

18. Commercial and/or residential development is appropriate on 17 Avenue NW between 1 Street NW and Centre Street. If totally commercial, a three storey height limit is appropriate on the south side of 17 Avenue and two storeys on the north. Maximum height for residential or mixed development is four storeys on the south side of 17 Avenue and three storeys on the north side.

19. The existing Enmax electrical substation (139 - 17 Avenue NW) is allowed under the proposed DC designation. The edges of the site should be significantly upgraded through landscaping and/or attractive and durable fencing to screen the site and improve the street environment.

**The Safeway site (1818 Centre Street NE)**

20. Redevelopment on the 'Safeway' site should be compatible with housing to the north and east. Special attention should be paid to facilitate pedestrian access which should contribute to the overall pedestrian environment along Centre Street. A mix of residential and commercial uses (with restricted auto-oriented uses) is favoured although the site could be redeveloped in fully residential or commercial uses. Trees should be provided along Centre Street.

**Centre Street between 16 and 24 Avenues**

21. Wherever possible, on properties between 16 Avenue and 24 Avenue, tree planting above bylaw requirements is encouraged. In particular, where new development is set back from the sidewalk, substantial landscaping (especially trees) must be included.

22. Centre Street, between 18 and 24 Avenues, is designated as a medium density residential and commercial area. This area can develop in a mix of retail, office, institutional, or residential uses generally in the range of two to four storeys. A DC designation with a 12 metre height limit is proposed. The Development Authority may permit an additional storey in mixed use projects which meet the goals of the ARP and enhance the streetscape along Centre Street.

**Centre Street between 24 and 30 Avenues**

23. Centre Street between 24 and 30 Avenues, is a local mixed use area allowing commercial development (maximum height two storeys), residential or mixed residential and commercial development (maximum height three storeys). The block between 28 and 29 Avenues NE may have a maximum height for residential or mixed development of four storeys.

**Centre Street between 30 and 32 Avenues**

24. Centre Street, between 30 and 32 Avenues, should retain its residential character under the existing zonings. Expansion of commercial uses north of 30 Avenue, with the exception of the existing DC designation on 32 Avenue, is strongly discouraged.

**Access and Parking**

25. Parking should be to the side or rear of the buildings (not in the front yard), particularly on blocks which currently do not contain front parking.

26. Short term on-street parking should be retained and expanded where possible.

27. Adequate parking must be provided on-site. In general, no parking relaxation should be permitted except for mixed use projects where on-site parking would be shared. Staff and/or visitor parking should be properly signed on site.

28. Parking in the 16 Avenue and Centre Street node should be underground or screened from 16 Avenue and Centre Street.

29. Parking areas should be visually screened through the use of landscaping, fencing or other similar materials. All screening materials should be attractive, durable and require low maintenance.

30. Corner lots may access parking from the residential avenue where the parking lot is located between the building and the lane.

31. Consideration should be given to creating municipal parking lots in the area between 16 and 24 Avenues to promote development in the area.

32. Bicycle parking should be provided in new developments.

### 4.4.4 Implementation - Centre Street

**1. The ARP recommends the general redesignation of the lands between 18 and 24 Avenue (Table 1). This would allow a range of residential or commercial uses with a maximum height of 12 metres (40 feet).**

**2. The Transportation Department in consultation with area businesses should review the need for additional cross walks.**

**3. The minimum 5 metre side yard provision for adjacent commercial-residential properties in the Land Use Bylaw may be reduced to facilitate multiple uses along Centre Street.**

**Signs Along Centre Street**

**General**

**4. Current exemptions for signs on Calgary Transit facilities are continued.**

**5. Signs are not allowed on a commercial building facade that faces a low density residential district.**

**6. Any lighting for a sign should be located and directed away from a residential area.**

**7. Landscaping is recommended, where practical, at the base of new signs.**

**8. All power cables shall be underground.**

**9. Signs should not project above the roofline of a building.**

**10. Applicants are encouraged to include an area on new signs to display temporary messages. If the inclusion of an area for a temporary message would result in the**

sign exceeding the maximums, the Approving Authority is encouraged to grant a relaxation.

### Temporary Signs

11. Freestanding temporary signs shall not be larger than:

    - 1.5 square metres (16 square feet) on lots with a frontage of 30 metres (98 feet) or less;

    - 3 square metres (32 square feet) on lots with a frontage of 30 metres (98 feet) or larger.

12. Banner type temporary signs are not allowed except for street pageantry, cultural and festival activities.

### Identification Signs

13. Fascia, awning, canopy, painted wall (mural) and art signs are encouraged.

14. Awning and canopy signs should be backlit, if illuminated and designed to minimized glare.

15. Freestanding identification signs should be limited to one per building and should be installed on a decorative base.

16. Freestanding identification signs should be designed to complement the design, materials and colours of the buildings to which they refer.

17. Projecting signs (over sidewalks) are encouraged subject to:

    a. a maximum of one per business;

    b. a maximum of 1.5 square metres (16 square feet); and

    c. no guy wires on the visible structured supports.

18. Freestanding identification signs should not exceed 6.1 metres (20 feet) in height or 7 square metres (75 square feet) in area.

### Third-Party Advertising Signs

19. New billboard advertising signs are discouraged. Pillar signs are allowed.

20. Upgrading of existing billboards should be carried out by sign owners.

21. Freestanding pillar signs are allowed up to 2.7 metres (9 feet) high and limited to one per block.

# 5.0 HERITAGE CONSERVATION

## 5.1 Context

There are currently no sites in the North Hill ARP area designated as "heritage sites" under the Alberta Historical Resources Act. However, there are eight potential heritage sites of municipal interest to the City's Heritage Advisory Board (HAB) and an additional six sites that have yet to be reviewed by the HAB. The sites and their locations are identified in the Supporting Information Section of this ARP.

## 5.2 Policies

1. The City of Calgary and the Heritage Advisory Board should encourage the conservation of heritage resources.

2. Historically significant buildings should be maintained or renovated in a manner consistent with the original character.

3. Renovations or new buildings next to heritage sites should be designed and sited to respect the character of the potential heritage site.

4. The City will support the rezoning for office use of potential heritage structures, currently in residential use, to encourage retention of the structures.

## 5.3 Implementation

1. **The City will encourage the provincial designation of significant heritage resources.**

2. **Renovations to structures identified in the "Inventory of Potential Heritage Sites" should be evaluated by the Approving Authority in terms of protecting and enhancing the specific style reflected by the heritage structure.**

3. **The Community Associations, in consultation with the Planning & Building Department, should continue to identify heritage resources.**

4. **Owners of sites proposed for inclusion in the "Inventory of Potential Heritage Sites" will be contacted by the Planning & Building Department to advise them of the special nature of their properties.**

5. **Office conversions for residential heritage structures will be supported in some cases. This will require an owner-initiated rezoning to a direct control designation confined to the existing building and will allow office as well as residential use. If the building is destroyed or demolished, the land will be subject to the rules of the original residential district.**

The sites must be on the "Inventory of Potential Heritage Sites" and any changes to the building site must be compatible with the residential character of the surrounding area as well as the building's heritage character.

## Guidelines for Office Conversions of Historic Sites

### Parking

- Not permitted in the front yard.
- Surface parking should be screened from view at grade through the use of landscaping and/or fencing.
- The proposed office use must not generate traffic or parking unreasonably in excess of what is typical of the surrounding residential area. Therefore, high traffic generators such as medical and dental offices should not be allowed.
- Parking is to be provided on-site in accordance with the Land Use Bylaw requirements.

### Landscaping

Existing front yard landscaping should be retained or replaced to preserve the residential character of the street. Existing landscaping should be supplemented by additional trees and shrubs where possible.

### Signage

The location, size, materials, and quality of signage must be unobstructive and not detract from the overall residential character of the street. Illumination is not permitted except for signs of less than 8 square metres (25 square feet).

### Building Form

Renovations that affect the historic nature of the structure are discouraged. Renovations should be in a style that enhances the original character of the building.

# 6.0 SCHOOLS, INSTITUTIONAL AND PUBLIC SERVICE USES

## 6.1 Context

The North Hill area has nine schools:

- three public elementary;
- one public junior high;
- one separate elementary and junior high;
- one separate Francophone elementary;
- one public Francophone elementary; and
- two private schools.

There are a number of institutional and public service uses in the North Hill communities including: a fire station, a number of senior citizens homes and lodges; Confederation Park Senior Citizens Centre; a number of daycare centres and places of worships.

The Fire Department has a long term plan to replace or relocate the existing fire hall on 4 Street and 26 Avenue in Mount Pleasant. The existing facility will continue until a new facility is built.

## 6.2 Objectives

1. Minimize the potential negative impact if a school is declared surplus by the Calgary Board of Education or the Calgary Separate School Board.

2. Encourage services (for example daycares, before and after school care, adult education classes) that complement school facilities.

3. Ensure that new institutions or public service uses or expansion of existing facilities will be developed in a manner that is compatible with adjacent houses.

## 6.3 Policies

1. The use of school facilities by the Boards of Education, Calgary Parks & Recreation, and the community should be optimized to meet the education, social, and recreational needs of residents.

2. In accordance with the provisions of the Joint Use Agreement, if any school sites held in fee simple are declared surplus by their respective School Boards, the City of Calgary should consider purchase in order to keep strategically located open space.

3. The School Boards should continue to work cooperatively with the City of Calgary, parents and local residents to address transportation issues associated with the operation of schools (e.g., drop off areas).

4. Parents and community groups are encouraged to work with the School Boards to enhance the landscaping on school sites.

5. Where overspill parking problems exist, institutional and public service uses are encouraged to explore better staff and visitor parking.

6 Development or expansion to institutional and public service uses should be compatible with neighbouring uses, in terms of building character, traffic generation and parking. Community consultation should be an important part of the process.

7. Should the existing fire hall, at 2708 - 26 Avenue NW be expanded or relocated, a land use redesignation may be required. The use of existing open space as the location of the new station is not appropriate.

## 6.4 Implementation

1. **When Council adopts this ARP, the City will forward a copy to the Calgary Board of Education and the Calgary Separate School Board for their reference regarding the City's position on school sites in the North Hill area as outlined in this ARP.**

2. **No relaxation to the institutional or public service parking standards of the Land Use Bylaw should be permitted by the Approving Authority. All required parking, including staff parking, should not unreasonably impact adjacent residential streets.**

# 7.0 SOCIAL

## 7.1 Context

North Hill residents are served by a variety of community activities and social programs. Places of worship, schools, and the three community associations all actively provide programs, courses, services and activities for area residents.

The City of Calgary Community and Social Development Department provides community development and support services to Capitol Hill from its Bowness office and to Mount Pleasant and Tuxedo from its Thorncliffe office.

The City of Calgary Parks & Recreation Leisure Services Division facilitates and provides social and recreation programs and services.

There is a higher proportion of seniors in North Hill than in Calgary. While this is not a problem, taken together with other factors (e.g., low income) it can point to areas of need.

Although there are a relatively high number of lone parent families and seniors in North Hill, it appears that there are sufficient support services available. However, certain programs are being heavily used and require monitoring and some programs may not be reaching those in need.

The North Hill communities are above the city of Calgary average in:

- lone-parent families;
- seniors living alone; and
- low income households.

Some of the social issues identified include:

- a concern with crime, security and personal safety;
- insufficient recreational facilities, programs and services for youth;
- insufficient volunteers to address community needs;
- insufficient programs and services for low income and single parent households; and
- maintaining seniors' outreach programs and the need to identify and reach isolated individuals.

## 7.2 Objectives

1. Promote community well-being by providing affordable and accessible services as well as community-based and self-help programs.

2. Identify community and crime related problems and address these problems through a range of support services.

3. Encourage residents to establish and deliver programs that would enhance social interaction and participation in meeting the community's social and health needs.

4. Monitor and develop programs, if needed, to address the needs of low income and in particular, lone parent families and seniors.

5. Encourage public and private agencies and community-based groups to coordinate programs and share the use of facilities where possible.

## 7.3 Policies

1. The Community and Social Development Department, in consultation with the Community Associations and other public and private agencies, should encourage the formation of an organization that would:

   - monitor the effectiveness of existing programs and the need for new programs; and

   - coordinate and advertise the availability of programs.

2. The Community Associations should continue to work with Calgary Police Services:

   - to encourage residents to participate in crime prevention programs such as PACT, Block Watch and Block Parent; and

   - to support urban safety audits; and to identify and address potential personal safety concerns.

## 7.4 Implementation

1. **The Community and Social Development Department will:**

   - **Continue to assist the North Hill communities and work with groups to address the needs of area residents.**

   - **Continue to consult with and coordinate agencies and support groups to provide and promote social and health services.**

   - **In consultation with other community agencies and community-based support groups, examine the feasibility of establishing an organization that would monitor social needs and develop and coordinate the necessary programs and services to address these needs.**

# 8.0 PARKS AND COMMUNITY FACILITIES

## 8.1 Context

Parks and community facilities are important amenities that help create attractive and liveable neighbourhoods. Each of the North Hill communities has parks and school sites that provide a range of recreational, leisure, and cultural activities.

The three North Hill communities are generally well served by local and regional parks and community facilities, with a few exceptions.

Confederation Park is a regional recreational park located in the area. It is approximately 21 hectares (52 acres) and is located along the northern edge of Capitol Hill and Mount Pleasant. The park provides both passive and active recreational opportunities including golf , playgrounds, the regional pathway, playing fields, tobogganing and cross-country skiing.

The communities also have good access to other major regional recreational facilities such as McMahon Stadium, Foothills Athletic Park and Riley Park.

### Linkages to Parks/Facilities

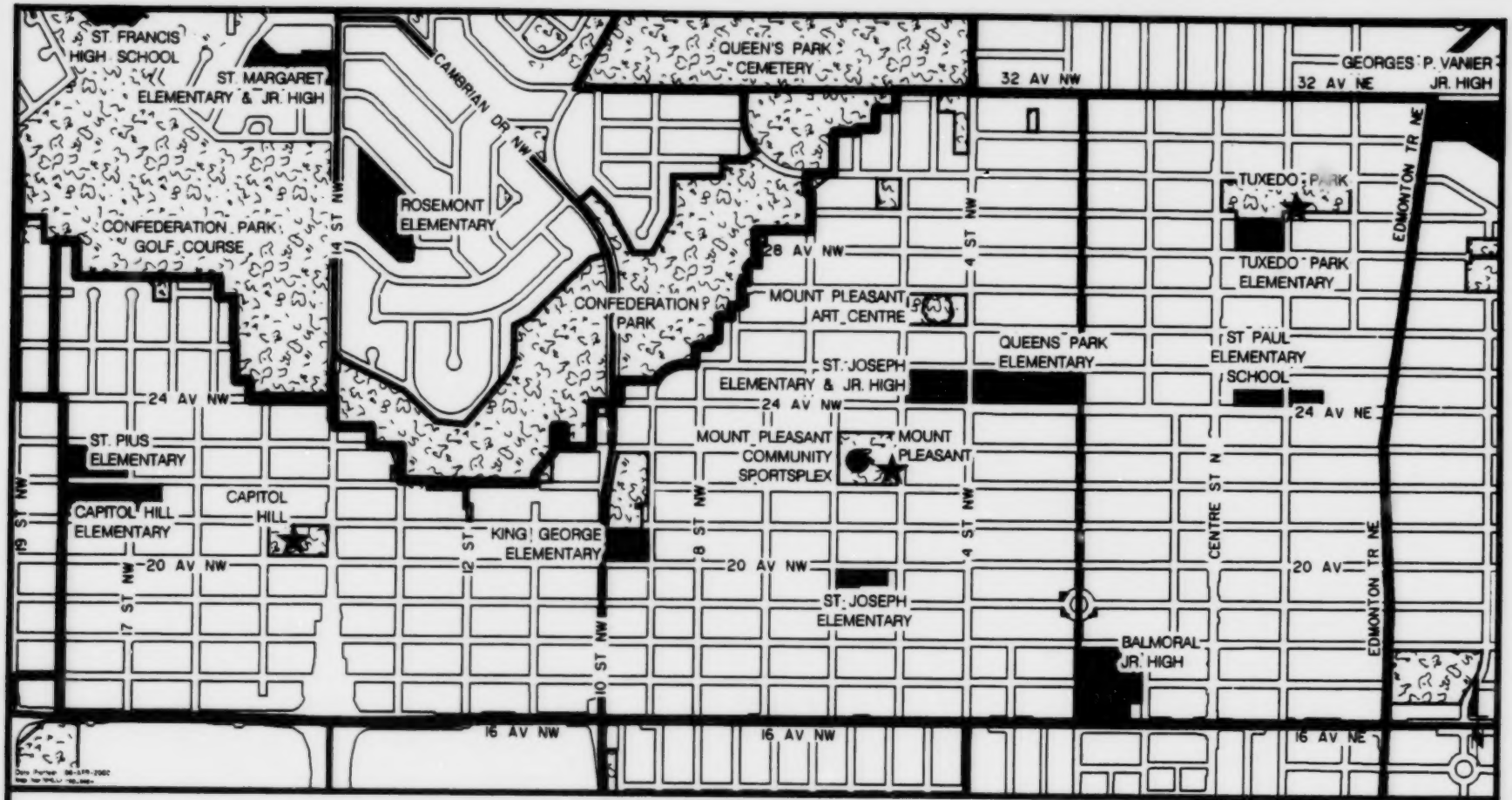
Continuous, safe pedestrian and cyclist links between major facilities and local parks were a key concern identified in the ARP process. Due to the community road system configuration, off-street pathways are generally not feasible. Current and proposed on-street bikeways provide access to Confederation Park, the Bow River and the Downtown. The ARP proposes improvements to pathway access to Confederation Park.

### Amount and Distribution of Parks

The North Hill communities presently have about 23 hectares (56 acres) of park, of which about 18 hectares (45 acres) are classified as functional (useable) open space. The City of Calgary's park guidelines for these types of inner city communities is 0.9 to 1.3 hectares of functional open space for every 1,000 residents.

Using 1996 Civic Census data, the North Hill parks ratio varies significantly between communities:

- 1.1 ha (2.4 ac) per 1,000 people in Capitol Hill
- 1.9 ha (4.6 ac) per 1,000 people in Mount Pleasant
- 1.4 ha (3.4 ac) per 1,000 people in Tuxedo
- average 1.4 ha (3.5 ac) per 1,000 people for North Hill.




Legend

- Area Redevelopment Plan Boundary
- School Parcel
- Park
- Community Association
- Art Centre
- Sportsplex
- Community Boundary

Map 5

North Hill Area Redevelopment Plan

Parks, Community Facilities and Schools

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
March 1999

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METRES

The deficiency and the need to acquire and develop additional parks in Capitol Hill was identified in both the North Bow Design Brief and the Inner City Open Space Study.

The distribution of parks is as important as the overall amount. The City of Calgary guidelines call for all parts of a community to be within a .5 km (.3 mile) walking distance to a .2 ha (.5 acre) or larger park site.

In Mount Pleasant and Tuxedo the overall amount guidelines are met but the parks are not well distributed.

No acquisition of park space is recommended for Mount Pleasant.

In Tuxedo there is no park space south of 24 Avenue. Acquisition of land for a park in the southeast of Tuxedo between Centre Street and Edmonton Trail and south of 20 Avenue is recommended.

Capitol Hill has both an amount and a distribution problem. Capitol Hill's parks are in the west of the community. The one site located in the north of the community has a significant slope that limits its use. There is no park in the east part of Capitol Hill, between 10 and 14 Streets, north of 16 Avenue. In addition, this area is bordered by major and collector roadways with high traffic volumes, which limit residents' access to alternative park spaces.

## Community Facilities

Each community has a community hall site and adjacent parks that provide a variety of activities and playing fields. The Mount Pleasant Community Association site has an outdoor pool, arena, playground, and community hall. Mount Pleasant is also home to the Mount Pleasant Arts Centre site, one of two such facilities operated by Calgary Parks & Recreation Department. The Capitol Hill and Tuxedo sites have a community hall, playground, playgrounds, outdoor rinks and playing fields.

Concern was expressed over the impact of potential commercialization of community facilities on the adjacent residential community and the need for ongoing maintenance and upgrading of existing facilities.

## Passive and Active Parks

The parks are generally well developed and provide a range of active recreational facilities (e.g., playing fields, outdoor rinks, playground equipment). However, there are very few passive relaxation opportunities (e.g., informal or landscaped seating areas). Given the increasing proportion of seniors in the North Hill area, the results of the Pulse on Parks Survey and the ARP open house survey, there is a need to provide passive park opportunities as well as active recreation opportunities.

## 8.2 Objectives

1. Ensure safe and convenient access from the North Hill communities to Confederation Park.

2. Retain all existing parks that provide for a range of cultural, leisure, and recreational activities.

3. Encourage better use of existing community and recreational facilities.

4. Encourage North Hill residents to play an active role in the maintenance and improvement of open space.

5. Minimize the negative impact of overspill traffic and parking associated with the community association facilities and activities.

6. Identify where opportunities are to incorporate passive recreational amenities in existing local parks (e.g., landscaping, seating areas), which are at present mostly designed for active recreation (e.g., sports fields).

## 8.3 Policies

### Confederation Park/Interface Conditions

1. Access to Confederation Park should be convenient and safe to all park users. This may be upgraded by improving access signage, removing obstacles to the park access (e.g., bollards instead of gates), trimming hedges to improve visibility, and constructing pathway accesses.

2. Any Master Plan prepared for Confederation Park should involve North Hill residents together with other affected communities.

3. Residentially zoned portions of Confederation Park should be designated PE (Public Parks, School and Recreation District) to reflect their current and future use as a regional park.

### Local Parks and Community Facilities

4. The amount and distribution of parks consistent with the guidelines in Parks & Recreation's Inner City Open Space Study should be achieved.

5. The Mount Pleasant Art Centre will continue to provide artistic and educational opportunities. Future development of the adjacent park should complement the Arts Centre.

6. Calgary Parks & Recreation will continue to support and promote a diverse range of leisure, recreational and cultural activities that are accessible to the North Hill communities. Periodic reviews should be conducted in consultation with the three Community Associations to monitor and assess community needs, program delivery and facilities.

7. Community Associations are encouraged to work with Calgary Parks & Recreation to identify necessary improvements to existing parks, equipment, and recreational and community facilities.

8. The parks should include both active and passive areas to serve the needs of all residents. Parks should be upgraded where appropriate to provide shaded passive areas for rest and observation of activities (e.g., trees, benches and tables).

9. Surplus open space should be identified and disposed of. The City should consider where appropriate, investing the proceeds to acquire and develop open space elsewhere in the community as identified in this ARP.

10. Calgary Parks & Recreation will continue to encourage partnerships between public, private and volunteer agencies in the planning, development, provision and maintenance of parks, recreational facilities and leisure programs.

## Landscaping/Tree Planting on Public Lands

11. In accordance with the intent of the Urban Forest Management Policy and as budget priorities and resources permit, the City in cooperation with the three communities and the School Boards should develop a program of landscaping improvements on parks, boulevards and school yards in the North Hill.

12. To maintain and promote the existing urban forest in the North Hill communities existing boulevard trees should be augmented or replaced.

13. Trees should be planted to enhance major roadways and entranceways to the three North Hill communities.

## 8.4 Implementation

1. Calgary Parks & Recreation should continue to work with the three community associations to:

   - monitor park safety;
   - monitor the effect of street crossing on the accessibility of local parks;
   - identify residents' cultural, leisure, and recreational needs;
   - identify improvements needed in the parks and recreational facilities; and
   - address Confederation Park access issues, e.g., trimming of hedges.

   Community groups are encouraged to initiate or advance these improvements through adopt-a-park, partnership programs, community grants or other available mechanisms. The sites particularly identified for consideration include the three community association sites, the 29 Avenue and 5 Street park, the traffic circle at 19 Avenue and 2 Street, and the 27 Avenue and 16A Street park.

2. Where fencing is necessary, along the edge of Confederation Park, it should be of a consistent style such as standard post and cable. Ease of access may be improved by frequent 1.2 metre gaps and central bollards at pathway entrances.

3. Calgary Parks & Recreation and Corporate Properties should pursue on an opportunity basis the acquisition of:

   - A minimum of .2 ha (.5 ac) park in the east portion of Capitol Hill between 10 and 14 Streets NW and 16 and 20 Avenues NW to be designated PE. Within five years of the date of adoption of this plan, if the City has been unable to acquire a suitable site alternate approaches to acquisition should be reviewed with the Community Association.
   - Approximately a 0.2 ha (.5 ac) parcel of land in the southeast portion of Tuxedo, east of Centre Street and south of 20 Avenue NE.

4. Calgary Parks & Recreation and Corporate Properties, in consultation with the Mount Pleasant Community Association, should identify sites that do not contribute to or are surplus to the community's needs and

consider disposing of those sites. The City should consider allocating the proceeds where appropriate, from the disposal towards parks improvements within the community.

5. The Planning & Building Department should redesignate the following properties as shown on Table 1 to the PE District:

   a. Mount Pleasant Arts Centre (523 - 27 Avenue NW) from R-2 to PE;
   b. Five Confederation Park sites from R-2 to PE;
   c. 432 - 31 Avenue NW from RM-4 to PE; and
   d. Traffic circle (251, 407, 408 - 19 Avenue NW) at 19 Avenue and 2 Street from R-2 to PE.

6. Pedestrian and cyclist traffic should be encouraged through Queens Park Cemetery to Confederation Park by the use of appropriate signage and provision of gaps in the cemetery fencing.

7. Calgary Parks & Recreation should continue to work with the Community Associations and interested residents to:

   - plant trees on boulevards that are currently not planted. Once this is completed, evaluate those avenues and streets where there are currently existing mature trees to determine the need for replacement or augmentation;
   - implement a tree planting program that could be the responsibility of adjacent landowners. A tree committee working with the City's Urban Forester would be responsible for completing planting plans on a community wide basis. Such plans could include boulevard planting, maintenance, and funding; and
   - work with the two School Boards to plant street trees around all school sites.

8. The Mount Pleasant Community Association is encouraged to work with affected area residents to address issues such as traffic and parking, and the hours of operation of the Sportsplex. No expansion of on-site buildings should be undertaken without full consultation with adjacent residents.

9. The three Community Associations are encouraged to work together to identify opportunities to share resources and programs in a manner that would enhance their long term viability and health, make efficient and effective use of resources, and at the same time retain their local orientation.

# 9.0 TRANSPORTATION

## 9.1 Context

The North Hill communities are served and impacted by the following major roads - 16 Avenue, Centre Street, Edmonton Trail, 14 Street and 10 Street, McKnight Boulevard and Memorial Drive. Many of the traffic issues that affect North Hill result from suburban and Inner City traffic destined to the Downtown, to institutions such as the Foothills Hospital, the University of Calgary and SAIT in the northwest and to employment and shopping destinations in the northeast industrial area. In addition, the grid road system is conducive to shortcutting at peak periods as commuters try to avoid congested intersections. Traffic volumes on the surrounding major roads are projected to increase during the life of this ARP as will the pressure towards shortcutting.

Traffic issues related to the major east-west traffic corridors of 16, 20 and 24 Avenues generated the greatest concern in the ARP process. Lower priority issues were shortcutting traffic, traffic flows on Centre Street, pedestrian and cyclist transportation and transit.

Traffic volumes recorded along 16 Avenue in 1997 range from 40,000 vehicles per day (VPD) west of 14 Street NW to 43,000 VPD at the intersections at 10 Street NW, 4 Street NW and Centre Street.

These volumes create substantial congestion at the major intersections during weekday and weekend peak hours. 16 Avenue will be widened to a six lane divided road with the first phase (6 Street NE to 2 Street NW) tentatively scheduled for 2002. With this road widening, traffic volumes are projected to increase as a result of the build out of communities in northwest Calgary and due to diversion of traffic from parallel routes such as 20 Avenue.

20 Avenue has become an alternative to the currently inadequate 16 Avenue due to the absence of alternative east-west major roads between McKnight Boulevard and 16 Avenue. It is a two lane collector road with residential frontage and on-street parking. It is currently carrying 9,000 VPD at 14 Street NW and up to 15,500 VPD at 4 Street NW. The width of 20 Avenue is 11.6 metres (38 feet) and there are no plans to widen this road.

24 Avenue, another east-west road between 14 Street and Crowchild Trail, like 20 Avenue, is a two lane collector road, has residential frontage and on-street parking. This collector road provides access to the University of Calgary and the Foothills Hospital. The width is also 11.6 metres (38 feet), is carrying 11,000 VPD west of 19 Street West and 8,000 VPD west of 14 Street West and there are no plans to widen this road.

Community residents perceive Centre Street as being overloaded with traffic, having speeding traffic and not having enough parking to support the existing Centre Street businesses.

Pedestrians and cyclists experience difficulties crossing some of the major roads. They anticipate increased difficulties as volumes increase and in particular with crossing 16 Avenue when it is ultimately widened.

Transit concerns relate to the need for improved transit service particularly during rush hours and in those areas with high numbers of seniors.

## 9.2 Policy Context/Inner City Transportation Study

City Council has initiated the Inner City Transportation Study (ICTS) as a follow-up implementation action to its approval of the Calgary Transportation Plan (CTP). The CTP did not include a review of the transportation system below the skeletal network (e.g., Glenmore Trail or Deerfoot Trail). A concern was expressed during the CTP process that due to its broad strategic nature, issues relating to inner city roads, their impact on adjacent land uses as well as their impact on community and environmental quality were not addressed.

The primary focus of the Inner City Transportation Study is to review the role and function of the "main" roads (major streets and "network" collectors) within the context of the Downtown and Inner City area. It is anticipated that the study will produce a plan to manage the system in the short and long terms. This study will further explore transit corridor concepts included in the CTP by identifying specific bus priority locations and measures to enhance Calgary Transit's role over the next thirty year period.

To review the road system, transportation and land use information is being gathered and shared and an evaluation process is being prepared to assist in developing recommendations for City Council. This process will consider the mobility, cost and community and environmental quality with land use implications and logical "trade-offs."

With the number and diversity of mobility-related issues in the Inner City, the study time and resources will be concentrated on determining roles for main roads and provide policies and guidelines for subsequent more detailed implementation-related technical and community-specific studies (for example, a public system plan for Centre Street North or community traffic studies). The ICTS is also investigating the suitability of a 40 kilometre speed limit as a traffic calming measure to be considered and implemented through community traffic studies.

The ICTS, when approved by Council, will determine the role and function for all key network and supporting roads within an ARP area. Community traffic studies will then be undertaken in conformity with ICTS policies and guidelines.

## 9.3 Objectives

1. Improve the residential and pedestrian environment and the quality of streetscapes through traffic calming measures that address traffic safety and speed.

2. Ensure the roads in the North Hill communities provide safe routes for motorists, pedestrians and cyclists.

3. Address the possible impacts of the future widening of 16 Avenue.

4. Encourage through traffic to utilize the major road network and lessen the role of other streets in the communities for non-local traffic.

5. Identify problems with the operation of the local roads and recommend corrective traffic measures.

6. Encourage alternative (non-private vehicle) travel modes.

## 9.4 Road Standards

1. Major roads:

   - 16 Avenue between 19 Street NW and Edmonton Trail NE,
   - 14 Street between 16 Avenue and 24 Avenue,
   - 10 Street NW between 16 Avenue and 24 Avenue,
   - Centre Street between 16 Avenue and 32 Avenue, and
   - Edmonton Trail between 16 Avenue and 32 Avenue.

2. Collector roads:

   - 20 Avenue between 18 Street NW and Edmonton Trail NE,
   - 24 Avenue between 7 Street NW and Edmonton Trail NE,
   - 24 Avenue between 14 and 18 Streets W,
   - 32 Avenue between 4 Street NW and Edmonton Trail NE,
   - 12 Street NW between 16 Avenue and 20 Avenue,
   - 7 Street NW between 16 Avenue and 24 Avenue, and
   - 4 Street NW between 16 Avenue and 32 Avenue.

## 9.5 Specific Issues

### 9.5.1 16 Avenue Widening

#### Context

The 16 Avenue North Functional Study (1977) describes the approved widening of 16 Avenue by two lanes and the addition of a centre median. The intention is to increase the traffic capacity and improve the safety of 16 Avenue as a main thoroughfare through the city. This upgrading will see the existing road right-of-way widened by approximately 15 metres (50 feet) to the south along the Crescent Heights commercial strip. The setback to allow this widening has been acquired from many of the commercial and institutional parcels along the south side of 16 Avenue and this acquisition continues.

The widening of 16 Avenue North between 6 Street NE and 10 Street NW is the major priority of this ARP and it is hoped that it will eliminate the traffic congestion on adjacent east-west corridors such as 20 and 24 Avenues. Given the significance of this road widening in reducing traffic volumes on the collectors in adjacent communities, community residents would like City Council to give this road widening project its highest priority.

The widening of 16 Avenue between 2 Street NW and 10 Street NW has been tentatively scheduled to be completed by 2003. The portion between 6 Street NE and 2 Street NW is tentatively scheduled for 2005. The schedule will be re-confirmed through Council's budgetary process. Long term plans to widen 16 Avenue to 6 lanes west of 19 Street West are included in the Calgary Transportation Plan.

#### Policies

1. A full public review of the plans for 16 Avenue widening will be undertaken prior to construction.

2. The viability of the businesses on the north side of 16 Avenue should be protected in the ARP and the 16 Avenue widening.

3. A review is required of the bylawed right-of-way setback (5.182/17 feet) on the north side of 16 Avenue to determine the land needed for pedestrian movements, urban design features, landscaping, corner cuts and for bus lay-by purposes.

4. Pedestrian and cyclist crossings of 16 Avenue, linking the North Hill communities to the communities south of 16 Avenue, will be accommodated in the design of the widening to provide safe, convenient and appropriate corridors for non-motorized traffic.

## Implementation - 16 Avenue

1. **When the final design review of the 16 Avenue widening is undertaken the following should be considered:**

   - **The need for early decisions on timing and finalizing detailed plans to allow development decisions to be made.**

   - **Consultation with the adjacent communities and business people should fully address the impacts of road widening on residential and commercial development and suggest possible mitigative measures.**

   - **Undertaking and implementing an urban design analysis of 16 Avenue and the adjacent development to enhance its quality and appearance.**

2. **After the 16 Avenue road widening has occurred, the Transportation Department should, with community representation, establish a traffic monitoring system to address any concerns arising from the widening.**

### 9.5.2 20 and 24 Avenues

#### Policies

1. Traffic calming measures on 20 and 24 Avenues, that are compatible with their role and function as outlined in the ICTS and that do not permanently divert traffic to other local streets, should be investigated and implemented through a Community Traffic Study to reduce the traffic impacts within the North Hill communities.

2. 20 and 24 Avenues should be more pedestrian "friendly."

3. On-street parking should be retained on both 20 and 24 Avenues especially during peak (rush) hours.

4. 20 and 24 Avenues should retain their residential ambience and vehicles should move at speeds that recognize the residential nature of these streets.

5. At the time that 16 Avenue is widened, east-west volumes should be reduced on 20 and 24 Avenues through the use of traffic signal phasing modifications and appropriate traffic calming measures. These changes will be determined as part of a public consultation process with adjacent communities that will occur prior to road widening construction.

### Implementation

1. **Detailed review of operation and safety along 20 and 24 Avenues will occur through the Community Traffic Study.**

2. **Traffic calming measures, consistent with their role and function as identified in the ICTS and that do not result in the diversion of traffic to other local community streets, will be investigated and implemented where appropriate, on 20 Avenue, 24 Avenue and other high volume routes through a community traffic study.**

3. **The requirements for school and/or playground zones along 10 Street, 20 and 24 Avenues should be reviewed.**

4. **The recommended changes to traffic signal timings (9.5.2.5 above) should be considered at the time that 16 Avenue is upgraded.**

## 9.5.3 4 Street NW

### Policies

1. On street parking on 4 Street should be maintained in keeping with the community's vision for a pedestrian environment and a community centre streetscape between 22 Avenue and 27 Avenue.

2. Traffic calming and safety measures should be investigated and implemented through a community traffic study.

### 9.5.4 Pedestrians and Cyclists

#### Policies

1. Pedestrian and cyclist transportation is encouraged throughout the three communities.

2. Bikeway routes should be designated on roads with low volumes and where appropriate, on roads designated to serve as connectors to regional pathways and to the downtown.

#### Implementation

1. **The community study of additional bikeways will be reviewed and evaluated as part of the implementation of the Calgary Cycle Plan.**

### 9.5.5 Community Traffic Study

1. A Community Traffic Study is recommended to address the following issues in addition to those issues raised through the Open Houses and through the ARP process:

   a. Shortcutting vehicular traffic in all three communities.

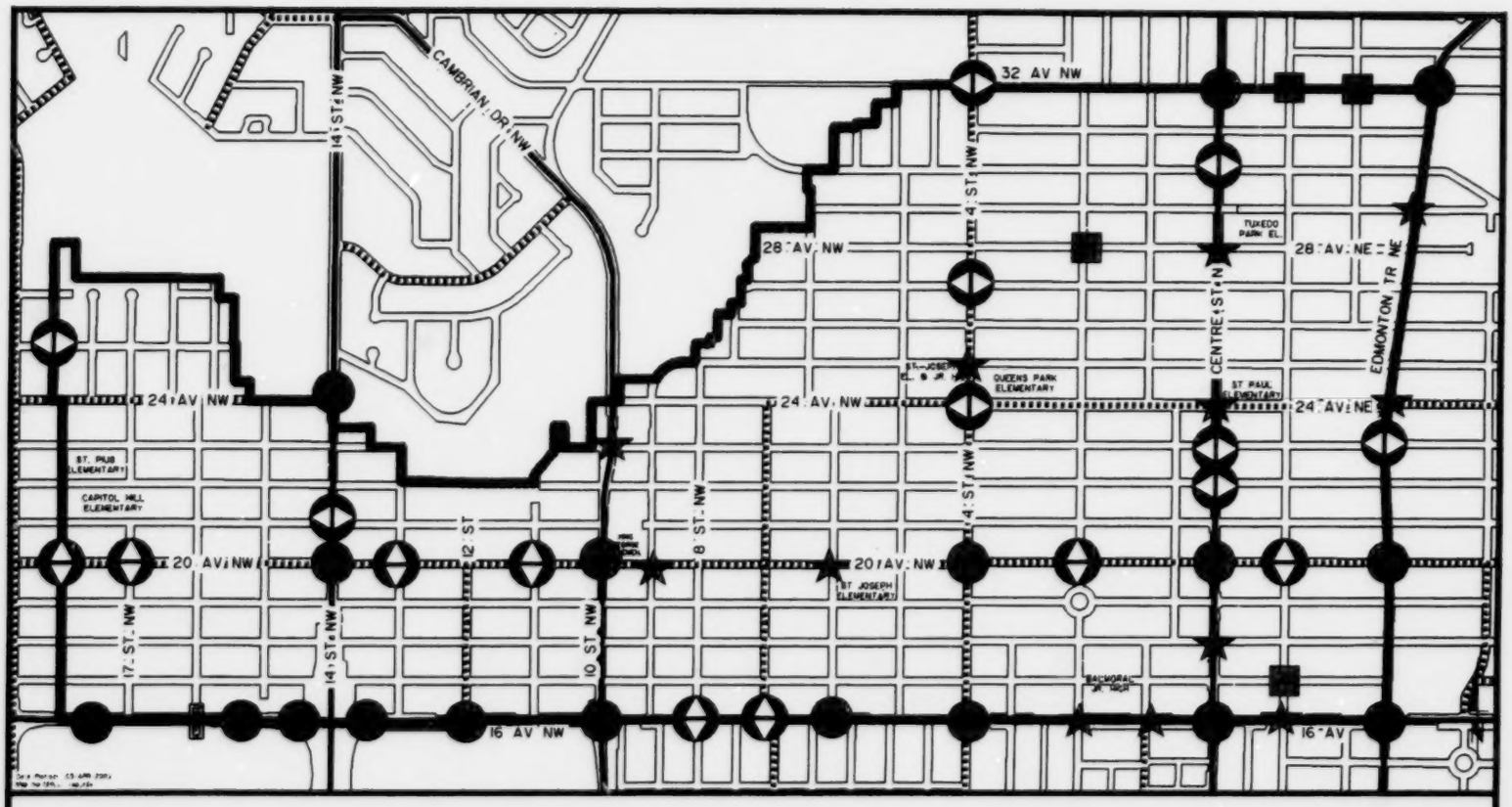
   b. Commercial truck traffic using the lanes north of 16 and 17 Avenues and between 10 and 19 Streets.

   c. Traffic impacts from the Mount Pleasant Sportsplex.

   d. Traffic using 17 Avenue between 1 Street NW and 1 Street NE to avoid 16 Avenue and Centre Street intersection.

   e. The introduction of 40 km/hr speed zones on selected streets.






Legend

- Area Redevelopment Plan Boundary
- Collector Road
- Major Road
- Pedestrian Corridor
- Crosswalk
- Pedestrian Overpass
- Traffic Signal
- Emergency Vehicle Signal
- Multiway Stop (4-Way, 3-Way)

Map 6

North Hill Area Redevelopment Plan

Road Classifications and Traffic Control Devices

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
March 1999

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METRES

# North Hill

## Area Redevelopment Plan

## Supporting Information

THE CITY OF CALGARY
Land Use & Mobility, Planning Policy

*CALGARY - The Best Place To Live!*

# NORTH HILL AREA REDEVELOPMENT PLAN

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# SUPPORTING INFORMATION

## 1.0 COMMUNITY PROFILE

### 1.1 Study Area Boundaries

The North Hill Area Redevelopment Plan (ARP) includes three communities - Capitol Hill, Mount Pleasant, and Tuxedo. The boundaries of the ARP are:

- 16 Avenue on the south,
- Confederation Park, and 32 Avenue on the north,
- 18 Street on the west and
- Edmonton Trail on the east.

All three communities are well situated with respect to the downtown. Residents have access to the downtown via Edmonton Trail, Centre Street, 10 Street and 14 Street. The communities are also located within close proximity to a number of Calgary's major recreational and institutional facilities such as SAIT (Southern Alberta Institute of Technology), the Jubilee Auditorium, the University of Calgary and Confederation Park.

Portions (northwest and southwest corner) of the Capitol Hill community district are excluded from the ARP because they are addressed in the Banff Trail Area Redevelopment Plan approved by City Council in September of 1989.

Map B1 illustrates the North Hill ARP study area and community district boundaries.

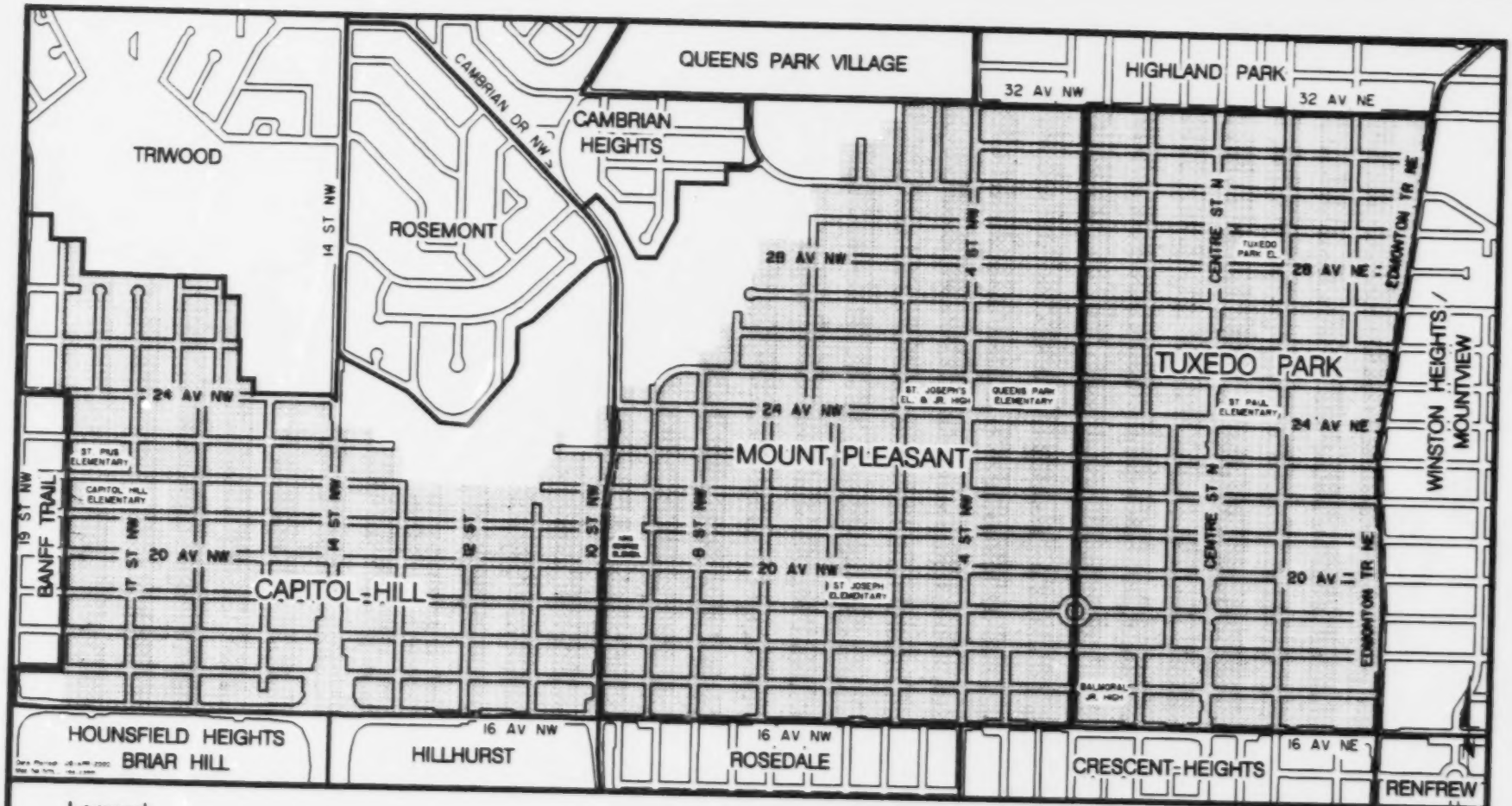
### 1.2 Topography and Natural Features

#### Topography

The North Hill ARP communities are north of the Bow River and its escarpment. A portion of the ARP (Capitol Hill and Mount Pleasant) is bordered by Confederation Park, which provides a park area for a variety of recreational activities, including walking, cycling and golfing.

The boulevards of many of the residential avenues, including 18, 19, 21, 25, 26 and 27 Avenues have mature trees, which in some cases form a canopy over the street.

The land slopes generally down to the east in the northeast portion of the ARP area (i.e., 32 Avenue) and generally increases in elevation to the west.




Legend

- Area Redevelopment Plan Boundary
- Community Boundary

Map B1

North Hill Area Redevelopment Plan

## Community Districts and Area Redevelopment Plan Boundaries

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
March 1999

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## 1.3 Historical Development

Tuxedo is one of the older residential communities in Calgary, having been annexed to Calgary in 1910 together with Mount Pleasant. The development of Mount Pleasant began around 1912. Capitol Hill was primarily built in the 1950s, although some buildings date back to the 1920s. As illustrated on Map B3, the communities were generally subdivided in a basic grid pattern, with minor modifications to the grid layout in areas adjacent to Confederation Park.

As the "North Hill" area developed, a village centre grew up around the intersection of 16 Avenue and Centre Street and commercial development began to appear along the two roads.

Many buildings in the North Hill ARP area, especially the schools and churches built in the early 1900s, reflect a significant part of Calgary's heritage. Balmoral Junior High School, Tuxedo Park Elementary School and King George Elementary School are examples of such buildings.

Development in North Hill is generally detached housing, with some of the homes converted to include basement suites. There are a number of University of Calgary and SAIT students who live in Capitol Hill, due to its proximity to these institutions.

## 1.4 Existing Land Use and Land Use Designations (Zoning)

There are approximately 265 hectares (650 acres) of land (excluding roads) in North Hill. All three communities are predominately low density residential neighbourhoods, with scattered pockets of multi-unit housing. The most significant concentration of land zoned for multi-unit housing is in Tuxedo, to the east and west of Centre Street.

Map B2 shows the existing land uses. Map B3 shows existing land use designation (zoning).

### 1.4.1 Residential

The predominant land use in North Hill is single detached housing which covers about 55% of the land area. Together single detached and two unit housing account for 78% of North Hill's land area.

Mount Pleasant has the highest proportion (80%), of low density residential followed by Tuxedo at 76% and Capitol Hill at 75%. The reverse order is the case for medium density residential - 7% in Capitol Hill, 6% in Tuxedo and 2% in Mount Pleasant.

Despite the predominance of single detached housing, there is no land designated R-1. The majority (79%) of land in North Hill is designated R-2 and R-2A, while 6% of the land area is designated RM-3 and RM-4.

Mount Pleasant has 87% of its land area zoned (designated) R-2 for low density housing followed by Capitol Hill at 78% and Tuxedo at 68%. Tuxedo has a far higher proportion (15%) of its land designated for multi-unit residential development, compared to Mount Pleasant at 1% and Capitol Hill at 2%.

**Housing Mix**

Single-detached housing makes up 44% of the total housing units in the North Hill communities. Together with two unit housing (duplex and semi-detached dwellings) at 9%, these low density housing forms make up 54% of the total housing units. Multi-unit housing (including converted, row, townhouse and apartments) make up the remaining 46%, of which 29% are converted units.

For purposes of comparison, the 1997 housing unit mix for the city of Calgary is 55% single-detached, 6% duplex and semi-detached, and 39% multi-unit (including converted, row, apartment units and other). Apartments make up 21% of the total housing units and converted units 7% of the total.

Legend

- Area Redevelopment Plan Boundary
- Low Density Residential
- Medium Density Residential
- Commercial
- Parking
- Recreational
- Institutional
- Utilities
- Vacant

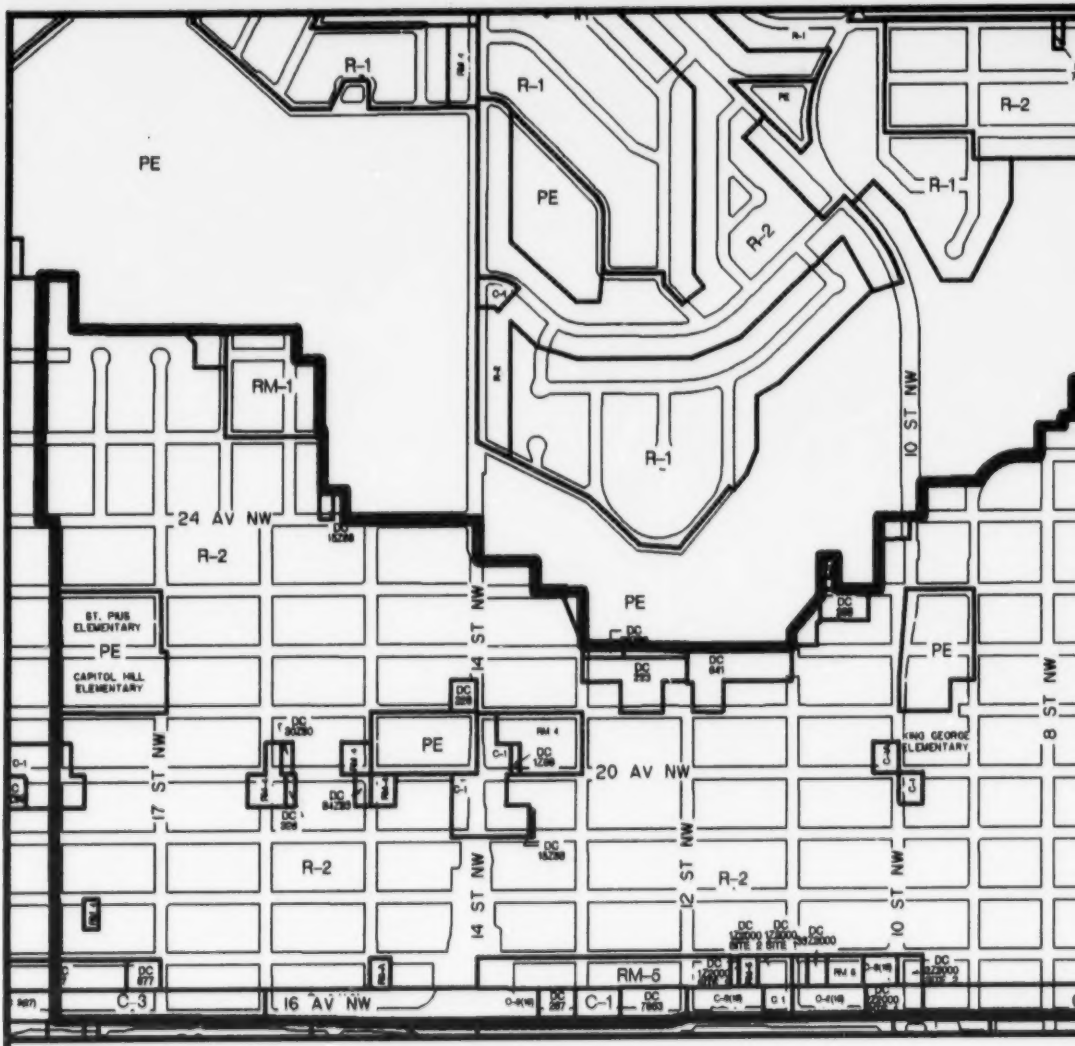
Map B2

North Hill Area Redevelopment Plan

Actual Existing Land Use

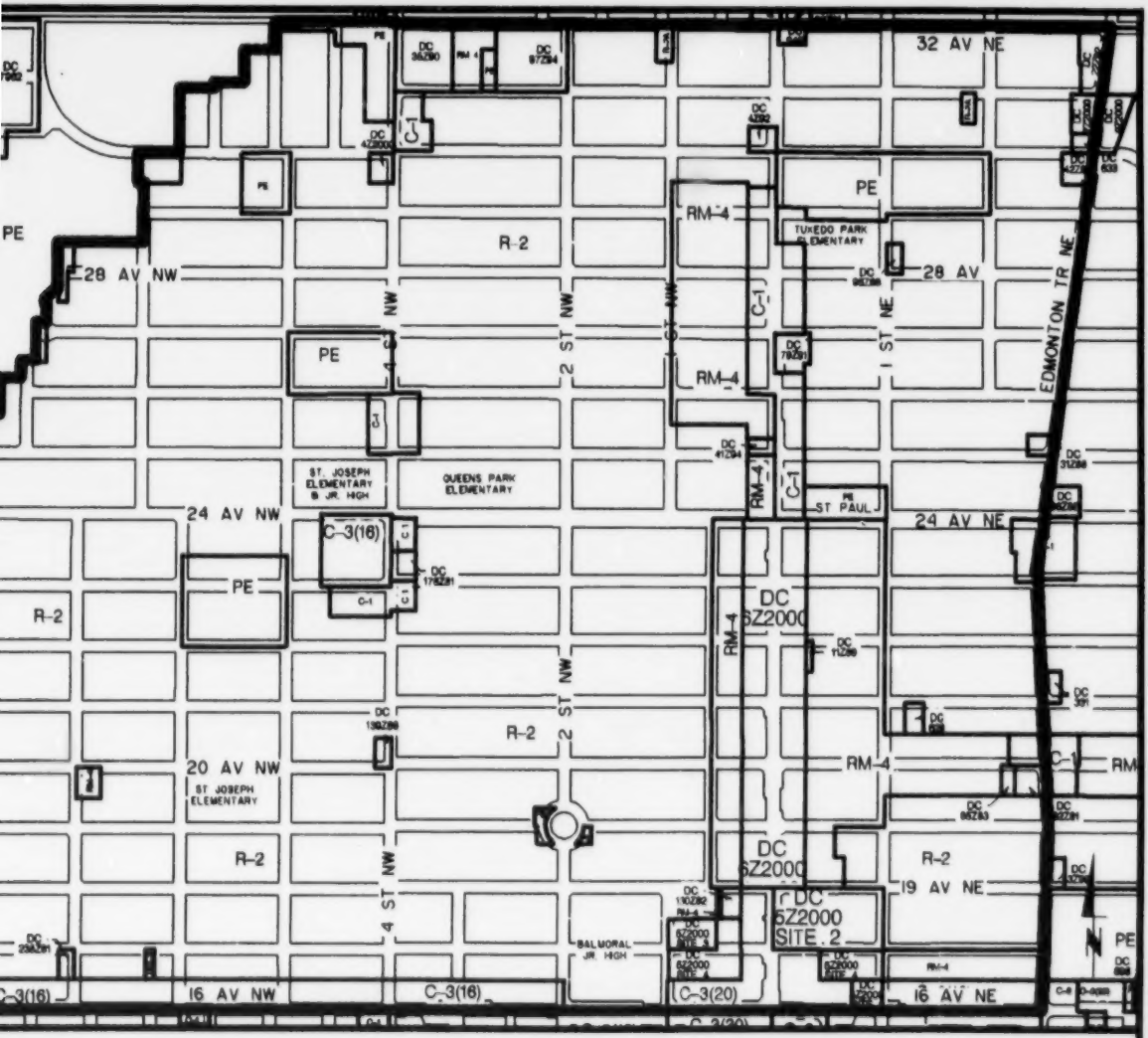
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
March 1999




## Legend

- Area Redevelopment Plan Boundary
- Land Use Designation (Zoning) Lines
- C-1 Land Use Designation (Zoning)




Map B3

North Hill Area Redevelopment Plan

# Existing Land Use Designations

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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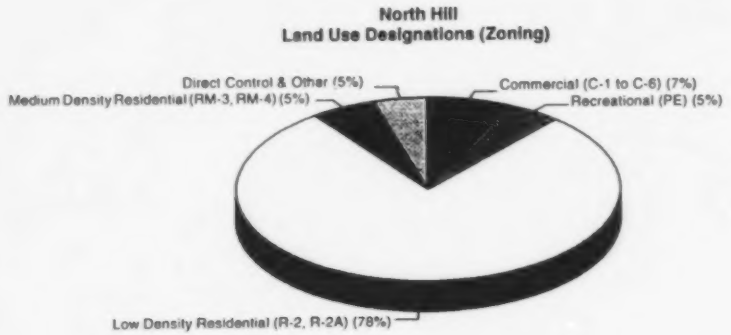
METRES

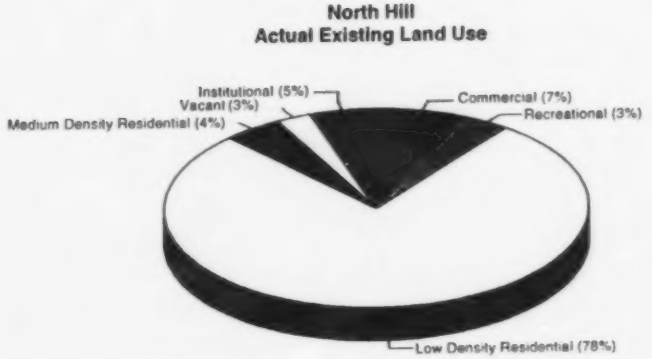
Date:
March 1999

**Figure 1**

| North Hill<br>Land Use Designations (Zoning) | | | |
|---|---|---|---|
| | North Hill | | Calgary |
| Commercial (C-1 to C-6) | 46.35 | 7.0% | .8% |
| Recreational (PE) | 29.66 | 4.5% | 9.6% |
| Low Density Residential (R-2, R-2A) | 517.01 | 78.5% | 16.1% |
| Medium Density Residential (RM-3, RM-4) | 36.11 | 5.5% | 1.2% |
| Direct Control & Other | 29.78 | 4.5% | 19.9% |
| Industrial (I-1 to I-4) | --- | --- | 6.0% |
| Agricultural (A) | | | 1.7% |
| Institutional (PS) | | | 4.3% |
| Urban Reserve (UR) | | | 40.4% |
| **Total** | **658.92 Acres** | **100%** | **100%** |



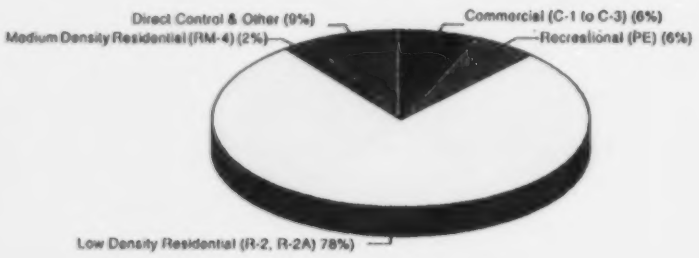

| North Hill<br>Actual Existing Land Use | | | |
|---|---|---|---|
| | North Hill | | Calgary |
| Commercial | 46.20 | 7.0% | 2.6% |
| Recreational (PE) | 22.53 | 3.4% | 17.3% |
| Low Density Residential | 510.70 | 77.5% | 17.8% |
| Medium Density Residential | 28.91 | 4.4% | 2.3% |
| Vacant | 17.52 | 2.7% | 41.8% |
| Institutional | 33.05 | 5.0% | 4.1% |
| Farmland | --- | --- | 8.6% |
| Utilities | --- | --- | 1.4% |
| Industrial | --- | --- | 4.1% |
| **Total** | **658.92 Acres** | **100%** | **100%** |




*Source: Planning & Building Department, 1997*

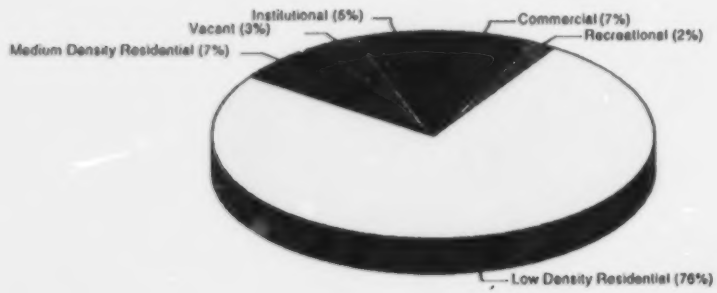
**Figure 2**

**Capitol Hill**
**Land Use Designations (Zoning)**




| Capitol Hill<br>Land Use Designations (Zoning) | | |
|---|---|---|
| | | |
| Commercial (C-1 to C-3) | 11.59 | 6.4% |
| Recreational (PE) | 9.99 | 5.5% |
| Low Density Residential (R-2, R-2A) | 140.16 | 77.6% |
| Medium Density Residential (RM-4) | 3.31 | 1.8% |
| Direct Control & Other | 15.64 | 8.7% |
| **Total** | **180.69** | **100%** |
| | **Acres** | |

**Capitol Hill**
**Actual Existing Land Use**

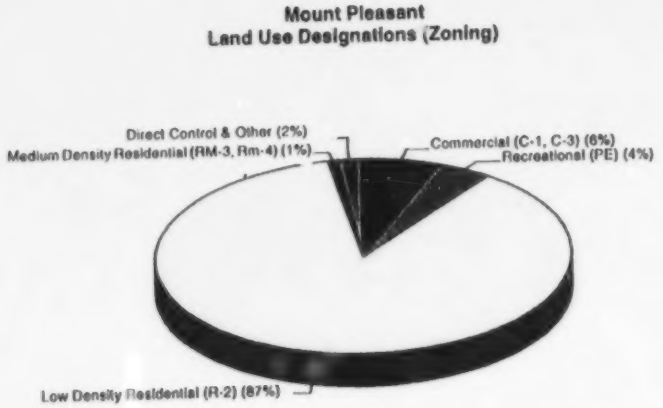



| Capitol Hill<br>Actual Existing Land Use | | |
|---|---|---|
| | | |
| Commercial | 13.16 | 7.3% |
| Recreational | 3.38 | 1.9% |
| Low Density Residential | 136.33 | 75.5% |
| Medium Density Residential | 11.77 | 6.5% |
| Vacant | 6.23 | 3.4% |
| Institutional | 9.82 | 5.4% |
| **Total** | **180.69** | **100%** |
| | **Acres** | |

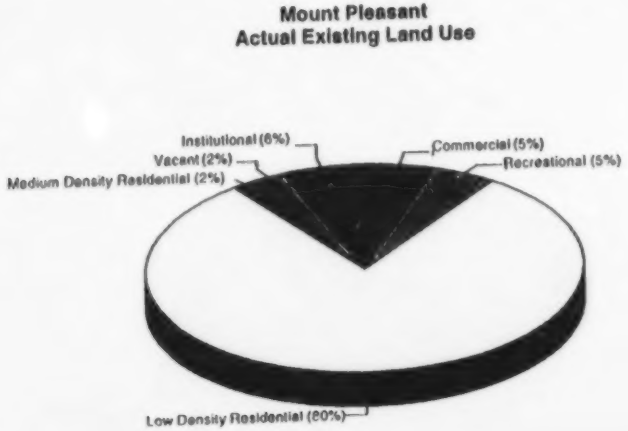
*Source: Planning & Building Department, 1997*

**Figure 3**

| Mount Pleasant<br>Land Use Designations (Zoning) | | |
|---|---|---|
| Commercial (C-1 to C-3) | 16.42 | 6.1% |
| Recreational (PE) | 11.46 | 4.2% |
| Low Density Residential (R-2, R-2A) | 236.03 | 87.1% |
| Medium Density Residential (RM-3, RM-4) | 2.03 | 0.7% |
| Direct Control & Other | 5.04 | 1.9% |
| **Total** | **270.98** | **100%** |
| | **Acres** | |



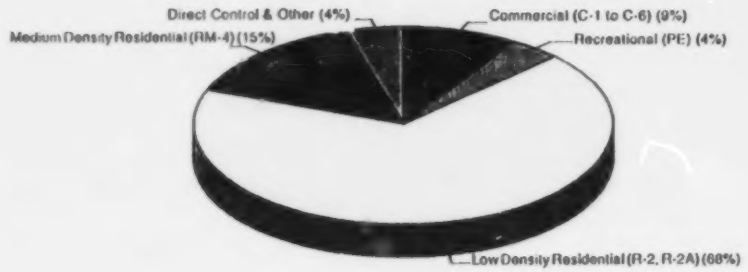

| Mount Pleasant<br>Actual Existing Land Use | | |
|---|---|---|
| Commercial | 14.50 | 5.3% |
| Recreational | 12.65 | 4.7% |
| Low Density Residential | 216.79 | 80.0% |
| Medium Density Residential | 4.81 | 1.8% |
| Vacant | 6.16 | 2.3% |
| Institutional | 16.07 | 5.9% |
| **Total** | **270.98** | **100%** |
| | **Acres** | |




*Source: Planning & Building Department, 1997*

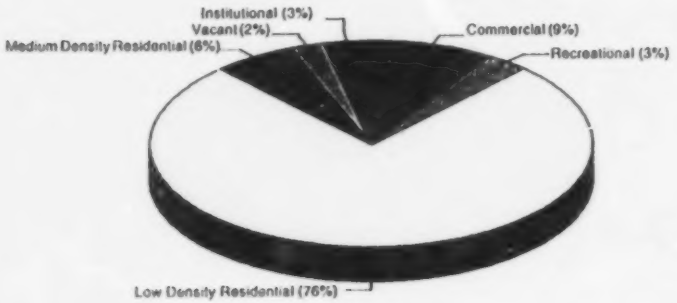
**Figure 4**

**Tuxedo Park**
**Land Use Designations (Zoning)**




| Tuxedo Park<br>Land Use Designations (Zoning) | | |
|---|---|---|
| Commercial (C-1 to C-6) | 18.34 | 8.8% |
| Recreational (PE) | 8.21 | 4.0% |
| Low Density Residential (R-2, R-2A) | 140.83 | 68.0% |
| Medium Density Residential (RM-4) | 30.77 | 14.8% |
| Direct Control & Other | 9.11 | 4.4% |
| **Total** | **207.25 Acres** | **100%** |

**Tuxedo Park**
**Actual Existing Land Use**




| Tuxedo Park<br>Actual Existing Land Use | | |
|---|---|---|
| Commercial | 18.54 | 8.9% |
| Recreational | 6.50 | 3.1% |
| Low Density Residential | 157.58 | 76.0% |
| Medium Density Residential | 12.34 | 6.0% |
| Vacant | 5.13 | 2.5% |
| Institutional | 7.17 | 3.5% |
| **Total** | **207.25 Acres** | **100%** |

*Source: Planning & Building Department, 1997*

The existing housing mix for the North Hill communities is different than the city-wide mix as shown in Figure 5. When compared to the city-wide averages, North Hill has a lower percentage of single detached units; a higher percentage of duplex and converted units; and fewer row and apartment units.

Since 1985, Calgary has seen an increase in the percentage of single detached units and a slight decrease in two unit and multi-unit dwellings. The North Hill area has also generally seen an increase in the percentage of single detached units and a decrease in the percentage of two unit and multi-unit dwellings, albeit at a slower pace than the city rate. While the percentage of two unit dwellings and converted units has decreased since 1984, it is still higher than the city percentage. This is partially explained by the R-2 zoning for much of "North Hill", the age of the houses, and its location near the downtown and SAIT. Tuxedo is an exception to this trend as the percentage increase in single detached units is low (1.5%) and there has been an increase in row housing and apartment units.

## 1.4.2 Direct Control

There are 47 Direct Control sites in the North Hill area as shown on Map B4. The uses are described in Figure 6.

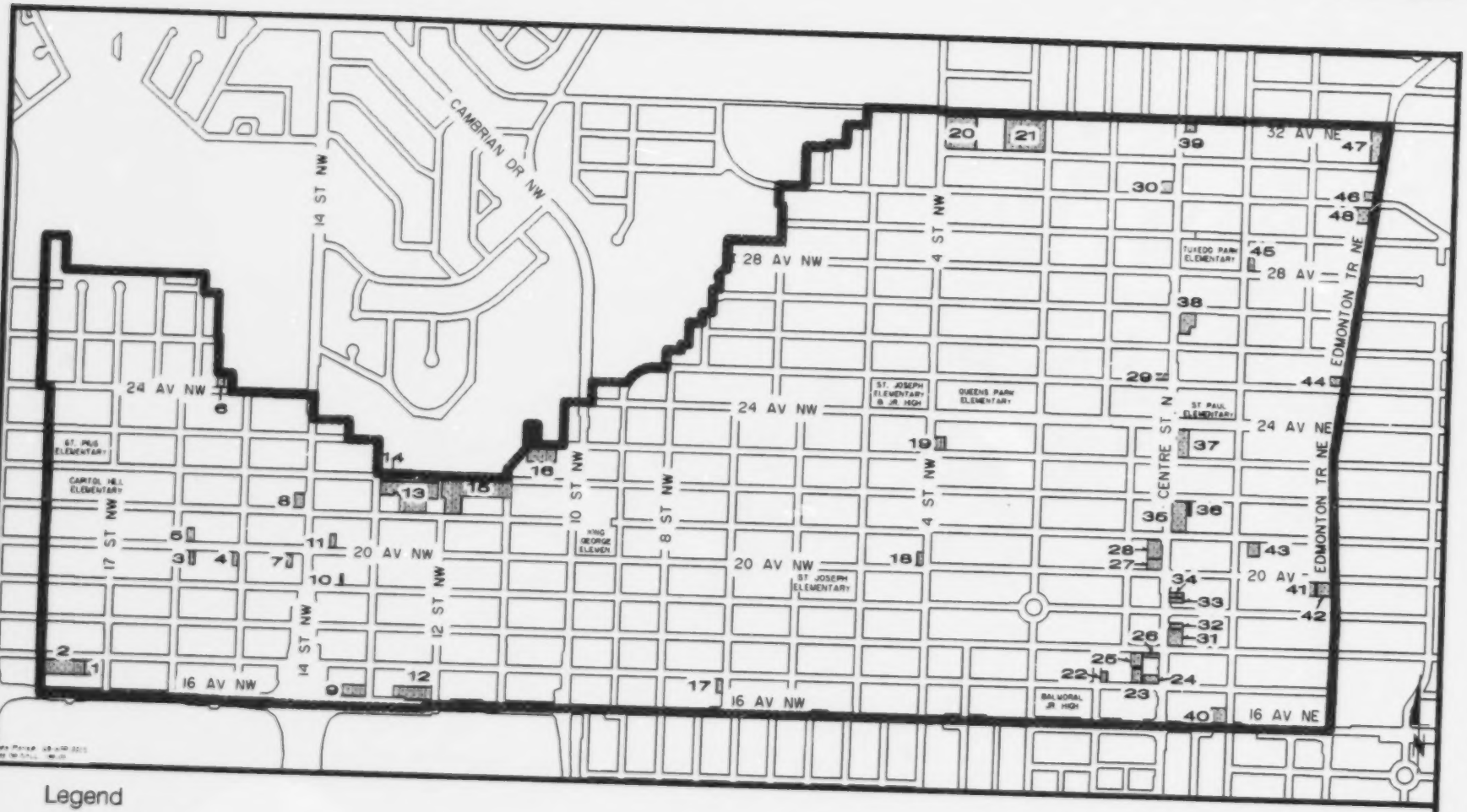
**Figure 5**

**Housing Units by Structure Type**
**1997**

| | Capitol Hill* | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| **Single-Detached** | 34% | 55% | 41% | 44% | 55% |
| **Duplex** | 14% | 6% | 7% | 9% | 6% |
| **Converted•** | 30% | 32% | 26% | 29% | 7% |
| **Apartment** | 22% | 4% | 23% | 16% | 21% |
| **Row Housing** | 0% | 3% | 3% | 2% | 10% |
| **Mobile** | 0% | 0% | 0% | 0% | 1% |
| **Total** | **100%** | **100%** | **100%** | **100%** | **100%** |
| **Total # Units** | **2,062** | **2,389** | **2,357** | **6,808** | **312,092** |

***Source: 1997 Civic Census***
** Includes portion west of 18 Street*

- A converted structure is one originally built as a single detached house and now containing more than one residential unit or a structure originally built as a duplex and now containing more than two residential units.




Legend

- Area Redevelopment Plan Boundary
- Direct Control Sites
- 28 For description of sites see Figure 6

Map B4
North Hill Area Redevelopment Plan

Direct Control Sites

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
March 1999

250 0 250 500 750
METRES

Figure 6

## Direct Control Sites

| Site # | Bylaw # | Address | Date Approved by Council | Former Zoning | Approved Use/ Development Guidelines | Existing Use |
|---|---|---|---|---|---|---|
| **Capitol Hill** | | | | | | |
| 1. | 877 | 1818 - 16 Avenue NW | September 17, 1979 | R-2 | Parking lot. | Parking Lot |
| 2. | 37 | 1818 - 16 Avenue NW | October 10, 1972 | R-2<br>R-2 Trans. | Parking lot. | Parking Lot |
| 3. | 326 | 1633 - 20 Avenue NW | September 08, 1975 | R-2 | 6 Unit Senior citizens' Housing Project. | Senior citizens' Home |
| 4. | 84Z83 | 1603 - 20 Avenue NW | July 18, 1983 | R-2 | Medical Clinic. | Office |
| 5. | 30Z880 | 1634 - 20 Avenue NW | May 12, 1980<br>May 13, 1980 | R-2 | Maximum of 5 residential units in a stacked townhouse or townhouse form. | Single-detached dwelling |
| 6. | 15Z88 | 1616 - 24 Avenue NW | February 01, 1988 | R-2 | Child care facility for up to 85 children. | Day Care Centre |
| 7. | 900 | 1511 - 20 Avenue NW | March 17, 1980 | R-2 | Surface parking. Maximum 14 off-street parking stalls. | Single-detached dwelling |
| 8. | 228 | 1502 - 21 Avenue NW | August 12, 1974 | R-2 | One single-detached dwelling plus a commercial photography business only. | Single-detached dwelling with a business. |
| 9. | 267 | 1404 - 16 Avenue NW | February 10, 1975 | CS-1 | Gas bar and 4-bar service station only. | Mini Lube |
| 10. | 15Z86 | 1420 - 19 Avenue NW | January 20, 1986 | DC | Parking Lot. | Parking Lot |
| 11. | 1Z88 | 1428 - 20 Avenue NW | January 20, 1986 | DC (8097) | C-1 plus. Single Practitioner Medical Clinic only. | Office |

| Site # | Bylaw # | Address | Date Approved by Council | Former Zoning | Approved Use/ Development Guidelines | Existing Use |
|---|---|---|---|---|---|---|
| 12. | 7853 | 1320 - 16 Avenue NW<br>1324 - 16 Avenue NW | March 09, 1970 | C-1 | Car Wash and Restaurant Facilities. | Service Station and Restaurant |
| 13. | 223 | 1300R - 21 Avenue NW<br>1320 - 21 Avenue NW | June 17, 1974 | R-2A | Senior Citizens' Lodge and Recreation Drop-In Centre. | Senior citizens' Home |
| 14. | 70Z88 | 2220 - 13 Street NW | July 18, 1988 | PE | PE Guidelines plus discretionary use of a parking lot. | Parking Lot |
| 15. | 641 | 1234 - 21 Avenue | January 09, 1978 | A & R-2 | Senior Citizens' Apartment Complex. | Senior citizens' Home |
| 16. | 288 | 1129 - 23 Avenue NW | May 12, 1975 | R-2 | Maximum 12 occupant residence for physically handicapped people. | Home for physically handicapped people |
| **Mount Pleasant** | | | | | | |
| 17. | 235Z81 | 802 - 16 Avenue NW (north portion) | December 07, 1981 | R-2 | All R-2 uses plus a lot for the storage of car stock associated with adjacent car dealership. | Vacant Land |
| 18. | 139Z86 | 504 - 20 Avenue NW | November 10, 1986 | R-2 | R-2 uses plus a medical office. | Single-detached dwelling |
| 19. | 176Z81 | 2404 - 4 Street NW | September 08, 1981 | C-1 | C-1 uses plus an automotive transmission repair shop. | Automotive Repair and Body Shop |
| 20. | 35Z90 | 3220 - 4 Street NW | April 09, 1990 | RM-4 & DC(14Z88) | Funeral home. | Funeral Home |
| 21. | 97Z94 | 3211 - 2 Street NW | November 21, 1994 | C-1 | 51 stacked townhouses. | Vacant |

| Site # | Bylaw # | Address | Date Approved by Council | Former Zoning | Approved Use/ Development Guidelines | Existing Use |
|---|---|---|---|---|---|---|
| **Tuxedo** | | | | | | |
| 22. | 6Z85 | 1804A - 1 Street NW | January 21, 1985 | R-2 | Personal service, businesses, retail stores and dwelling units. | Apartments with retail on the main floor |
| 23. | 77Z88 | 112 - 17 Avenue NW<br>116 - 17 Avenue NW | September 12, 1988 | RM-4 | 12-unit apartment building including offices on main floor up to 211 $m^2$. | Two single-detached dwellings |
| 24. | 266 | 104 - 17 Avenue NW<br>108 - 17 Avenue NW | March 24, 1975 | R-3 | C-1 Uses. | Restaurant |
| 25. | 130Z82 | 111 - 18 Avenue NW<br>115 - 18 Avenue NW<br>117 - 18 Avenue NW | July 19, 1982 | RM-4 | Apartment building only. | Single-detached dwelling |
| 26. | 266 | 1819 Centre Street NW | March 24, 1975 | R-3 | C-1 Uses. | Semi-detached dwelling |
| 27. | 34Z91 | 2101 Centre Street NW | May 13, 1991 | C-1 | C-1A Uses and rules with a minimum of 13 parking stalls. | Strip shopping centre |
| 28. | 795 | 2111 Centre Street NW | February 12, 1979 | R-3, DC | Commercial Shopping Centre (retail stores, commercial offices, a convenience food store and a delicatessen only). C-1 Guidelines. | Strip shopping centre |
| 29. | 41Z94 | 2601 Centre Street NW | May 16, 1994 | RM-4 | RM-4 uses plus retail hobby shop and office. | Single-detached with hobby shop |

| Site # | Bylaw # | Address | Date Approved by Council | Former Zoning | Approved Use/ Development Guidelines | Existing Use |
|---|---|---|---|---|---|---|
| 30. | 4Z92 | 3103 Centre Street NW | January 06, 1992 | DC (902) | C-1A uses excluding medical clinics, restaurants, veterinary clinics, automotive services, liquor stores and billiard parlours. | Retail/wholesale store |
| 31. | 8395 | 1906 Centre Street NE | December 15, 1971 | R-3 | Dairy Queen Store and Restaurant. | Fast food restaurant |
| 32. | 8504 | 1914 Centre Street NE | April 10, 1972 | R-3 | Dental Clinic. | Office |
| 33. | 50Z88 | 2010 Centre Street NE | June 20, 1988 | RM-4 | C-1 Uses with exclusion of retail food stores and automotive services. | Single-detached dwelling |
| 34. | 62Z82 | 2014 Centre Street NE | March 15, 1982 | RM-4 | C-1 Uses excluding retail food stores, automotive services and drinking establishments. | Office |
| 35. | 62Z86 | 2220 Centre Street NE | May 20, 1986 | C-1 | C-1 Uses plus a drinking establishment. | Retail/Wholesale Store |
| 36. | 11Z89 | 111 - 22 Avenue NE | February 13, 1989 | RM-4 | RM-4 Uses plus offices in the structure located on site. | Office |
| 37. | 558 | 2404 Centre Street NE | June 13, 1977 | DC | Comprehensively designed commercial development with a variety or grocery store. | Strip Shopping Centre |
| 38. | 79Z91 | 2720 Centre Street NE | November 04, 1991 | C-1, R-2, DC(101Z81) | Funeral homes and accessory parking only. | Funeral Home |

| Site # | Bylaw # | Address | Date Approved by Council | Former Zoning | Approved Use/ Development Guidelines | Existing Use |
|---|---|---|---|---|---|---|
| 39. | 945 | 3220 Centre Street NE | February 11, 1980 | R-2 | Residence with a shoe repair business.<br>R-1 Guidelines. | Single-detached dwelling with a business |
| 40. | 79Z95 | 132 - 16 Avenue NE | September 21, 1995 | C-3 | C-3 plus garment production. | Retail and office |
| 41. | 85Z83 | 249 - 20 Avenue NE<br>253 - 20 Avenue NE | July 18, 1983 | RM-4 | C-1A uses. | Single-detached dwelling with a business |
| 42. | 182Z81 | 265 - 20 Avenue NE | October 13, 1981 | C-1, RM-4 | C-1A uses and rules. | Strip shopping centre |
| 43. | 629 | 211 - 21 Avenue NE | November 15, 1977 | R-2 | 12-Unit Senior Citizens' Apartment. | Senior citizens' home |
| 44. | 31Z88 | 266 - 25 Avenue NE | April 18, 1988 | R-2 | R-2 Uses plus a child care facility (maximum 80 children) and a convent for a maximum of 8 residents. | Day Care Centre |
| 45. | 95Z88 | 202 - 28 Avenue NE | November 14, 1988 | DC | R-2 Uses, plus a child care facility (maximum 30 children) and a seniors' drop-in centre. | Day Care Centre |
| 46. | 633 | 3103 Edmonton Trail NE | December 12, 1977 | C-HWY-1 | Local Convenience Food or Grocery Store.<br>C-1 Guidelines. | Corner Store |
| 47. | 22Z92 | 3211 Edmonton Trail NE | March 23, 1991 | C-6, R-2 | Senior Citizens' Apartment Building only. | Senior citizens' home |
| 48. | 42Z98 | 3019 Edmonton Trail NE | May 11, 1998 | C-1 | Two six-plexes. | Vacant land |

### 1.4.3 Commercial

Commercial land uses occupy 7% of the North Hill's land area and are primarily located along Centre Street and 16 Avenue. Other commercial sites are located throughout the three communities on 14 Street, 10 Street, 4 Street and Edmonton Trail.

The predominant commercial land uses along 16 Avenue are auto oriented sales, service and repair shops, gas bars with convenience stores, restaurants including fast food, as well as general retail and office uses. Centre Street has general retail, office, personal service uses, restaurants, and to a lesser extent auto oriented uses, including gas bars. Interspersed among the commercial uses are some residential units and institutional (religious) uses.

Generally, those commercial uses scattered throughout the community tend to be locally oriented. However, this is somewhat dependent on their location. Those uses on 14 Street, 10 Street, and 4 Street, for example, tend to serve and attract more than just the local neighbourhood.

### 1.4.4 Parks, Community Facilities & Schools

Each of the three North Hill communities is classified as a "prototype A" community in the Inner City Open Space Study. A "prototype A" community is defined as a low density community with an adult (over 15 years of age) to child ratio of 80 to 20. The Inner City Open Space Study standard for this type of community is 0.9 to 1.3 hectares (2.2 to 3.2 acres) of functional open space for every 1,000 residents. Currently, North Hill has approximately 18 ha. (45 acres) of functional open space. Functional open space is defined as park land usable for recreation. Buildings and parking lots are excluded.

Each of the three communities has a community hall site and adjacent open space as well as open space and playing fields associated with the school sites. The community halls function as a focal point for community activities. The community associations organize and sponsor different types of programs that cater to the needs of its residents.

| | Total Open Space | Functional Open Space | 1997 Population | Functional Open Space 1,000 People |
|---|---|---|---|---|
| Capitol Hill | 4.59 hectares (11.35 acres) | 3.78 hectares (9.34 acres) | 3,831 | .99 hectares (2.46 acres) |
| Mount Pleasant | 10.76 hectares (26.59 acres) | 8.3 hectares (20.51 acres) | 4,649 | 1.8 hectares (4.4 acres) |
| Tuxedo | 7.34 hectares (18.14 acres) | 6.0 hectares (14.82 acres) | 4,426 | 1.4 hectares (3.35 acres) |
| All Three Communities | 22.69 hectares (56.06 acres) | 18.08 hectares (44.67 acres) | 12,906 | 1.4 hectares (3.46 acres) |

Capitol Hill, with .99 hectares per 1,000 people, falls within the Inner City Open Space Study standard of 0.9 to 1.3 hectares (2.2 to 3.2 acres). Mount Pleasant, with 1.8 hectares per 1,000

people, and Tuxedo with, 1.4 hectares per 1,000 people, are both above the standard.

The Mount Pleasant community is also home to the North Mount Pleasant Arts Centre. The centre is located west of 4 Street NW between 26 and 27 Avenues and consists of the original 1913 "bungalow" school and a recent addition. It offers a wide variety of arts programs including pre-school art, puppetry, jewellery design, drawing, painting, and clay programs for beginners through to advanced. The ceramics studio is home to an active student membership of independent artists. The existing bungalow school is used for "clean" crafts, while the addition houses more intensive ceramics programs complete with auxiliary outdoor spaces and a gas kiln enclosure.

Confederation Park, north of Capitol Hill and Mount Pleasant, is not in the ARP area. The Park is classified as a regional recreational park and provides both active (e.g., golf course) and, together with Confederation Golf Course and Queen's Park Cemetery, passive (e.g., picnicking) recreational areas.

**The Pulse on Parks 1991 Urban Parks Survey**

Through the 1991 Pulse on Parks Survey, Calgarians were asked numerous questions concerning their local parks and open spaces. The breakdown in terms of numbers of respondents by community in the North Hill area is as follows:

- 234 respondents from Tuxedo;
- 380 respondents from Mount Pleasant; and
- 306 respondents from Capitol Hill.

The survey results revealed that on average, respondents (adults) from all North Hill Communities tend to use local parks more so for relaxation and walking/jogging than for other types of activities (e.g., sports, informal play and commuting).

Common open space concerns that relate to all three communities include the following:

- In general, there appears to be an imbalance between passive and active oriented sites, particularly in Tuxedo and Capitol Hill.
- In each community, a large proportion of the open space is attributable to school sites, and as such is developed for the active recreation needs; passive park features such as trees and benches are sparse.
- Access to local open space is hampered by poor open space distribution and by pedestrian safety issues (i.e., traffic), particularly in Tuxedo and Capitol Hill.
- Tree planting and the need to make local parks more inviting were identified as key concerns within all three communities.
- Concerns were expressed with regards to the types of commercial oriented activities which are permitted on Community Association sites and whether the restrictions governing such uses are adequate.

# Existing Parks, Community Facilities & Schools

## Figure 7

| Site # | Site Description | Location | Ownership (City Inventory) | Land Use Designation | Gross Area in Hectares (Acres) | Non-Functional Area Hectares (Acres) | Action |
|---|---|---|---|---|---|---|---|
| **Capital Hill** | | | | | | | |
| 1. | Ecole St. Pius Elementary School | 2312 18 St NW | Calgary Roman Catholic Separate School Board (For school purpose only) | PE | 1.21 (2.99 ac) | .27 (.67 ac) | - School Board & P & R to fund & plant street trees.<br>- City to consider acquisition of site if school declared surplus. |
| 2. | Capitol Hill Elementary School | 2210 18 St NW | Calgary Board of Education (West PE portion for school purpose only) | PE and R2 | 1.91 (4.72 ac) | .46 (1.14 ac) | - School Board & P & R to fund & plant street trees.<br>- City to consider acquisition of site if school declared surplus. |
| 3. | Capitol Hill Community Association | 1531 21 Av NW | City of Calgary | PE | 1.20 (2.97 ac) | .06 (.15 ac) | - P & R to landscape, with Community Association input, a 0.3 ha passive recreation area at west end of park, with funding help from community association. |
| 4. | Undeveloped area at the north end of 16A St | 2731 16A St NW | City of Calgary | PE | .27 (.67 ac) | .02 (.05 ac) | - P & R to install park benches. |
| **Capitol Hill Total** | | | | | **4.59 ha (11.35 ac)** | **.81 ha (2.01 ac)** | |
| **Mount Pleasant** | | | | | | | |
| 5. | King George Elementary School | 1015 & 1017 23 Av NW, 2208, 2308 & 2310 10 St NW | City of Calgary | PE | 1.19 (2.94 ac) | 0 | - P & B to rezone portion of 2128 - 10 St to PE.<br>- School Board & P & R to fund & plant street trees.<br>- City not to acquire property at 2108 10 St NW if school declared surplus. |
| | | 2128 10 St NW | City of Calgary | R2 (Proposed PE) & PE | .11 (.27 ac) | 0 | |
| | | 1009 22 Av NW | City of Calgary | PE | .11 (.27 ac) | 0 | |
| | | 2108 10 St NW & 2107 9 St NW | Calgary Board of Education | R-2 | .84 (2.07 ac) | .70 (1.73 ac) | |
| 6. | St. Joseph Elementary | 2020 6 St NW | Separate School Board | R-2 | .51 (1.26 ac) | .15 (.37 ac) | - School Board & P & R to fund & plant street trees.<br>- City to consider acquisition of site if school declared surplus. |

**Figure 7**
**Continued**

| Amount of Functional Space Hectares (Acres) | | | Description of Open Space |
|---|---|---|---|
| **Active** | **Passive** | **Total** | |
| | | | |
| .94 (2.32 ac) | 0 | .94 (2.32 ac) | Active recreation use; new playground, playing fields. |
| 1.45 (3.58 ac) | 0 | 1.45 (3.58 ac) | Active recreation use; new playground, playing fields. |
| 1.14 (2.82 ac) | 0 | 1.14 (2.82 ac) | Active recreation use; new playground, outdoor skating rink Capitol Hill Community Association Building and deck extension. |
| .25 (.62 ac) | 0 | .25 (.62 ac) | 3/4 of site slopes inward; recent tree plantings; winter use for informal play; limited year round use. |
| **3.78 ha (9.84 ac)** | **0** | **3.78 (9.34 ac)** | |
| | | | |
| 1.19 (2.94 ac) | | 1.19 (2.94 ac) | Playground, soccer and baseball fields. No sidewalk along north and east property lines. Used for baseball in the evening. |
| .39 (.27 ac) | | .39 (.96 ac) | |
| .11 (.27 ac) | | .11 (.27 ac) | School building & blacktop area; small passive yard in the southwest corner. |
| 0 | .14 (.35 ac) | 14 (.35 ac) | |
| .36 (.89 ac) | | .36 (.89 ac) | Active recreation use; basketball, playground, small playing field. |

**Figure 7**
**Continued**

| Site # | Site Description | Location | Ownership (City Inventory) | Land Use Designation | Gross Area in Hectares (Acres) | Non-Functional Area Hectares (Acres) | Action |
|---|---|---|---|---|---|---|---|
| 7. | Street Car Loop at 2 St and 19 Av NW | 407 & 408 19 Av NW | City of Calgary | R-2 (Proposed PE) | .16 (.40 ac)<br>.23 (.57 ac) | 0<br>0 | - Commnity Association to fund installation of park benches. |
| 8. | West Mount Pleasant Sportsplex | 2408 6 St NW<br>2385 5 St NW | City of Calgary | PE | 2.07 (5.11 ac) | .57 (1.41 ac) | - P & R to remove most of fencing.<br>- P & R to landscape, with Community Association input, a 0.2 ha passive recreation area, with funding help from Community Association.<br>- Community Association to monitor parking issue & resolve with residents. |
| 9. | Mount Pleasant Arts Centre | 523 27 Av NW | City of Calgary | R-2 (Proposed PE) | 1.20 (2.97 ac) | .32 (.79 ac) | - P & B to rezone to PE.<br>- P & R to reduce amount & height of border hedge.<br>- P & R to landscape, with Community Association input, a 0.7 ha passive recreation area, with funding by Arts groups. |
| 10. | Queens Park Elementary School | 2512 4 St NW | Calgary Board of Education | R-2 | 2.11 5.21 ac) | .35 (.86 ac) | - School Board & P & R to fund & plant street trees.<br>- City to consider acquisition of site if school declared surplus. |
| 11. | St. Joseph Elementary and Junior High School | 2512 5 St NW | Calgary Roman Catholic Separate School Board | R-2 | 1.20 (2.97 ac) | .26 (.64 ac) | - School Board & P & R to fund & plant street trees.<br>- City to consider acquisition of site if school declared surplus. |
| 12. | 5 St and 29 Av NW Park | 607 30 Av NW<br>608 29 Av NW | City of Calgary | PE | .50 (1.24 ac) | 0 | - P & R to install park benches & plant more trees. |
| 13. | Community Open Space | 432 31 Av NW | City of Calgary | RM-4 (Proposed PE) | .14 (.35 ac) | 0 | - P & B to rezone to PE. |
| **Mount Pleasant** | | | | | **10.76 ha (26.59 ac)** | **2.46 ha (6.08 ac)** | |

**Figure 7**
**Continued**

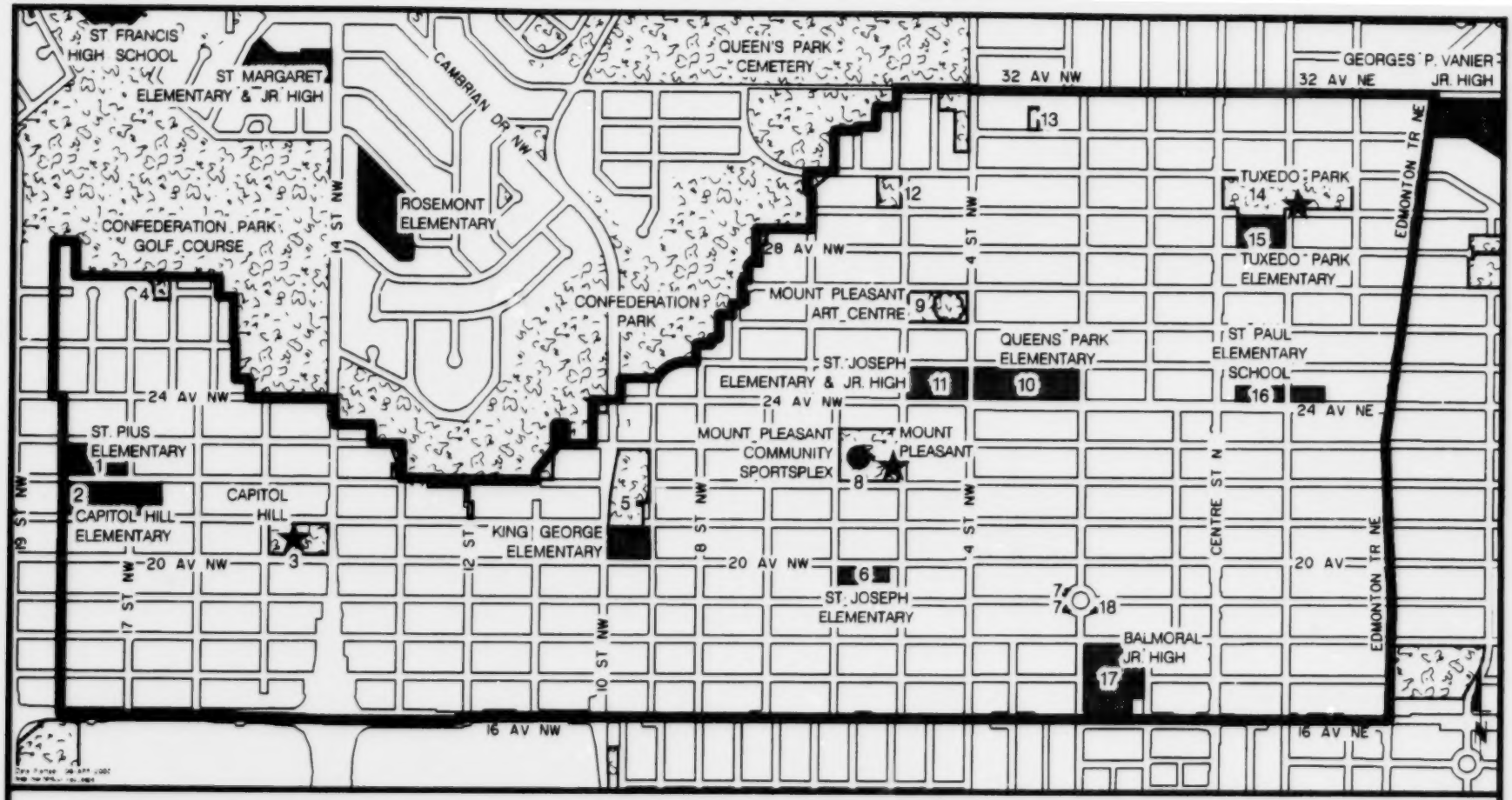
| Amount of Functional Space Hectares (Acres) | | | Description of Open Space |
|---|---|---|---|
| **Active** | **Passive** | **Total** | |
| 0 | .55 (1.36 ac) | .55 (1.36 ac) | Small undeveloped greenbelt areas facing the intersection. Believed to have been the location of a streetcar loop. |
| 1.50 (3.71 ac) | 0 | 1.50 (3.71 ac) | Mostly active recreation; hockey, swimming, playground equipment, community hall use, informal field play. Portion of unused land between the rear of the Sportsplex building and the 4 Street parking lot. |
| 0 | .88 (2.17 ac) | .88 (2.17 ac) | NE portion of the property is used the most; remaining land is undeveloped open yard. Safety concerns regarding height and mass of hedge along all property lines except the east boundary. |
| 1.76 (4.35 ac) | 0 | 1.76 (4.35 ac) | Active recreation use; playing field, jungle gym, baseball, soccer. |
| .94 (2.32 ac) | 0 | .94 (2.32 ac) | Active recreation use; baseball. Lack of landscaping, particularly along 4 Street. |
| .50 (1.24 ac) | 0 | .50 (1.24 ac) | Active recreation use; playground. |
| .14 (.35 ac) | 0 | .14 (.35 ac) | Undeveloped. |
| **6.89 ha (17.03 ac)** | **1.41 ha (3.48 ac)** | **8.3 ha (20.51 ac)** | |

**Figure 7**
**Continued**

| Site # | Site Description | Location | Ownership (City Inventory) | Land Use Designation | Gross Area in Hectares (Acres) | Non-Functional Area Hectares (Acres) | Action |
|---|---|---|---|---|---|---|---|
| **Tuxedo** | | | | | | | |
| 14. | Tuxedo Park | 204 29 Av NE<br>2925 1 St NE | City of Calgary | PE | 2.85<br>(7.04 ac) | .08 (.20 ac) | - P & R to landscape (with Community Association input) a 1 ha (2.2 acre) passive recreation area, with funding help from Community Association. |
| 15. | Tuxedo Park Elementary School | 130 28 Av NE | Calgary Board of Education | R-2 | .96<br>(2.37 ac) | .45 (1.11 ac) | - City to consider acquisition of site if school declared surplus. |
| 16. | St. Paul Elementary School | 124 24 Av NE | Calgary Roman Catholic Separate School Board (For school purpose only) | PE | .44<br>(1.09 ac) | .35 (.87 ac) | - School Board & P & R to fund & plant street trees.<br>- City to consider acquisition of site if school declared surplus. |
| | St. Paul Sportsfield | 222 24 Av NE | | R-2 | .30 (.74 ac) | 0 | - School Board & City to fund & plant street trees.<br>- City to consider acquisition of site if school declared surplus. |
| 17. | Balmoral Junior High School | 220 16 Av NW | Calgary Board of Education | R-2 | 2.63 (6.5 ac) | .46 (1.14 ac) | - School Board & P & R to fund & plant street trees.<br>- City to consider acquisition of site if school declared surplus. |
| 18. | Street Car Loop Park | 251 19 Av NW | City of Calgary | R-2 (Proposed PE) | .16 (.4 ac) | 0 | - Community Association to fund installation of park benches. |
| **Tuxedo Total** | | | | | **7.34 ha (18.14 ac)** | **1.34 ha (3.31 ac)** | |
| **North Hill ARP Total** | | | | | **22.69 ha (56.06 ac)** | **4.61 ha (11.39 ac)** | |

**Figure 7**
**Continued**

| Amount of Functional Space Hectares (Acres) | | | Description of Open Space |
|---|---|---|---|
| Active | Passive | Total | |
| | | | |
| 2.77 (6.85 ac) | 0 | 2.77 (6.85 ac) | Active recreation; picnic table; playground equipment; outdoor skating rink, baseball diamond. |
| .51 (1.26 ac) | 0 | .51 (1.26 ac) | Active recreation: playground equipment and baseball diamond. |
| .09 (.22 ac) | 0 | .09 (.22 ac) | Active recreation: hard surface, playground equipment. |
| .30 (.74 ac) | 0 | .30 (.74 ac) | Active recreation: playing fields. |
| 2.17 (5.36 ac) | 0 | 2.17 (5.36 ac) | Active recreation: basketball, baseball diamond. |
| 0 | .16 (.04 ac) | .16 (.04 ac) | Passive function/visual relief. |
| **5.84 ha (14.43 ac)** | **.16 ha (.4 ac)** | **6.00 ha (14.82 ac)** | |
| 16.51 ha (40.80 ac) | 1.57 ha (3.87 ac) | 18.08 ha (44.67 ac) | |




Legend

- Area Redevelopment Plan Boundary
- School Parcel
- Park
- Community Association
- Art Centre
- Sportsplex

Map B5

North Hill Area Redevelopment Plan

Parks, Community Facilities and Schools

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
March 1999

250 0 250 500 750
METRES

**Confederation Park Seniors' Program**

2212 - 13 Street NW (Capitol Hill)

The Confederation Park Seniors' Program provides opportunities for recreation and social activities for seniors. This program also provides a range of support services, including health, visiting and telephone contact programs as well as transportation, referral, counselling and home support services.

Figure 7 and Map B5 show parks, community facilities and schools.

### 1.4.5 Schools

There are nine schools in North Hill as shown on Map B5.

### Calgary Catholic Board of Education

**Ecole St. Pius Elementary, 2312 - 18 Street NW (Capitol Hill)**

St. Pius Elementary, together with Ecole St. Luke Bilingual Elementary (Northmount Drive), generally serve communities that are north of the river and west of Deerfoot Trail. St. Pius is French immersion for Kindergarten to Grade 6 and is designated as a receiver school for the northwest. The enrollment is currently just over 300 students and has been stable for a number of years. No major change in enrollment levels is expected.

**St. Joseph Elementary and Junior High, 2512 - 2 Street NW (Mount Pleasant)**

St. Joseph currently serves ten northwest communities: Highland Park, Greenview, Tuxedo, Winston Heights, Mount Pleasant, Crescent Heights, Rosedale, Hillhurst, West Hillhurst and Sunnyside. St. Joseph is an elementary junior high school for Kindergarten to Grade 9. The enrollment is just under 300 students and is expected to remain relatively stable.

**St. Paul, 124 - 24 Avenue NE (Tuxedo)**

Until June 1997, St. Paul operated as a Francophone school, teaching kindergarten through Grade 3 to students throughout the city whose first language is French. With the opening of Ste. Marguerite de Bourgoys in Lincoln Park, which will teach kindergarten to Grade 12, the program at St. Paul is no longer required. The school continues to be owned by the Catholic Board of Education and is leased to a private school.

**St. Joseph Elementary**
**2020 - 6 Street NW (Mount Pleasant)**

St. Joseph Elementary continues to be owned by the Catholic Board and is leased to a private school operator.

### Calgary Board of Education

**Capitol Hill Elementary, 2210 - 18 Street NW (Capitol Hill)**

Capitol Hill Elementary teaches kindergarten to Grade 6 and also offers a before and after school program.

**King George Elementary, 2108 - 10 Street NW (Mount Pleasant)**

King George Elementary provides both regular and bilingual instruction for kindergarten through Grade 6. It also offers a French pre-school program (Ecole prematernelle) and the Air Cadets own a portable classroom located on the site.

**Ecole Francophone in Queen's Park Elementary, 2512 - 4 Street NW (Mount Pleasant)**

In the fall of 1997 an elementary school for children of Francophone parents opened on this site.

**Tuxedo Park Elementary, 130 - 28 Avenue NW (Tuxedo Park)**

Tuxedo Park Elementary provides regular instruction for kindergarten through Grade 6.

**Balmoral Junior High, 220 - 16 Avenue NW (Tuxedo Park)**

Balmoral Junior High offers a regular program for Grades 7 through 9.

## 1.4.6 Community and Institutional Facilities

The North Hill area is well served by a wide variety of community facilities and has easy access to the University of Calgary, SAIT, Ccnfederation Park, the Jubilee Auditorium and other regional facilities. Other facilities located in the communities include:

**Capitol Hill**

Childcare:

- Campus Pre-School Coop, 1531 - 21 Avenue NW
- Capitol Hill Day Nursery, 2709 - 17 Street NW
- Happy Day Care Centre Ltd., 1616 - 24 Avenue NW
- Family "N" Friends Child Care Centres, 1928 - 23 Avenue NW
- Panda #3 Child Care Centre, 1507 - 19 Avenue NW
- Pleasant Heights After School Care, 1101 - 20 Avenue NW
- Pleasant Heights Day Care Centre, 1112 - 19 Avenue NW

Places of Worship:
- Chinese Evangelical Free Church, 1706 - 20 Avenue NW
- Pleasant Height United Church, 1112 - 19 Avenue NW
- Holy Cross Anglican Church, 2828 - 19 Street NW
- St. Giles Presbyterian Church, 1102 - 23 Avenue NW
- Third Christian Science Church, 2603 - 19 Street NW

Community Facilities:
- Capitol Hill Community Association, 1531 - 21 Avenue NW

Seniors' Facilities:
- Confederation Park Senior Citizens' Centre, 2212 - 13 Street NW
- Confederation Park Lodge, 1320 - 21 Avenue NW
- Parkview Village, 1234 - 21 Avenue NW

**Mount Pleasant**

Child Care:
- The Mary Poppins Child Centre, 459 - 27 Avenue NW
- Ecole Pre-Maternelle, 2108 - 10 Street NW

Places of Worship:
- St. Gabriel's Anglican Church, 504 - 30 Avenue NW
- St. Joseph's Catholic Church, 640 - 19 Avenue NW

Community Facilities:
- Mount Pleasant Community Association, 602 - 22 Avenue NW
- Mount Pleasant Community Sportsplex, 2408 - 6 Street NW
- Mount Pleasant Outdoor Pool, 2310 - 6 Street NW
- Scandinavian Centre Co-op Ltd., 739 - 20 Avenue NW
- North Mount Pleasant Arts Centre, 523 - 27 Avenue NW

Seniors' Facilities:
- None

**Tuxedo**

Child Care:
- Garderie Pommes de Reinette, 124 - 24 Avenue NE
- Little Flower Day Care Centre, 266 - 25 Avenue NE
- St. Paul's Pre-School, 202 - 28 Avenue NE

Places of Worship:
- Calgary Chinese Catholic Mission, 202 - 28 Avenue NE

- Church of God (7th Day Adventists), 2515 Centre Street NW
- Metropolitan Community Church, 204 - 16 Avenue NE
- North Hill Church of the Nazarene, 2022 Centre Street NE
- Pai Yuin Tang Buddhist Congregation, 1809 Centre Street NW
- St. Paul's Catholic Church, 2519 - 3 Street NE
- Jehovah's Witness Kingdom Hall, 3102 Centre Street N
- Unitarian Church of Calgary, 1703 - 1 Street NW
- Indo-Chinese Buddhist Association, 2405 Centre Street NW

Community Facilities:

- Tuxedo Community Association, 202 - 29 Avenue NE

Seniors' Facilities:

- Church of Nazarene Seniors, 2022 Centre Street N
- St. Paul's Villa Senior Citizens' Home, 3211 Edmonton Trail NE
- Sharon Manor, 255 - 17 Avenue NE

## 1.5 Redesignation, Subdivision & Development Activity

### 1.5.1 Redesignation & Subdivision Activity

From 1982 to 1997, 36 land use designation (zoning) changes were approved. Most of these changes were to Direct Control to accommodate commercial uses.

The most common subdivision activity in all three of the North Hill communities is where a 50-foot wide residential lot is subdivided into two 25-foot lots. The most subdivisions occurred in Tuxedo, followed by Capitol Hill and Mount Pleasant. The most activity occurred in the period from 1988 to 1991 and has since declined.

**Figure 8**

**Land Use Redesignation & Subdivision Applications**

| Year | 82-86 | 87-91 | 92-96 | 97 | TOTAL |
|---|---|---|---|---|---|
| CAPITOL HILL | | | | | |
| # of Subdivision Applications | 22 | 44 | 25 | 6 | 97 |
| Approved Subdivisions | 19 | 43 | 25 | 6 | 93 |
| # of Redesignation Applications | 6 | 6 | 2 | - | 14 |
| Approved Redesignations | 5 | 6 | - | - | 11 |
| MOUNT PLEASANT | | | | | |
| # of Subdivision Applications | 11 | 4 | 29 | 4 | 48 |
| Approved Subdivisions | 8 | 4 | 27 | 4 | 43 |
| # of Redesignation Applications | 5 | - | 1 | - | 6 |
| Approved Redesignations | 1 | - | 1 | - | 2 |
| TUXEDO | | | | | |
| # of Subdivision Applications | 18 | 50 | 33 | 4 | 106 |
| Approved Subdivisions | 17 | 47 | 30 | 2 | 96 |
| # of Redesignation Applications | 12 | 13 | 8 | - | 33 |
| Approved Redesignations | 8 | 12 | 3 | - | 23 |

## 1.5.2 Development Activity

Tuxedo, followed closely by Mount Pleasant, has seen the highest levels of development activity. As illustrated on Figure 9, a total of 454 development permit applications were approved between January 1989 and December 1997. 54% of the development permits were for single-detached and semi-detached/duplex dwellings, 4% were multi-unit dwellings, 23% were home occupations and 19% were commercial development applications, including activities related to places of worship.

**Figure 9**

### Development Permits
### January 1989 to December 1997

| | Single Detached Semi/Duplex | | | | Multi-Unit Residential | | Total Residential | | Home Occupations | Commercial | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Modest Residential Development | | | | | | | | |
| | New | Addition | New | Addition | New | # of Units | New | Addition | | New | Other* |
| CAPITOL HILL | | | | | | | | | | | |
| Totals | 54 (6) | 5 | 3 | 5 | - | - | 57(6) | 10 | 26 | - | 18 |
| MOUNT PLEASANT | | | | | | | | | | | |
| Totals | 53(5) | 31 | 7 | 9 | 3 | 77 | 63(5) | 40 | 40 | 2(2) | 21 |
| TUXEDO | | | | | | | | | | | |
| Totals | 53 | 21 | 2 | 2 | 16(1) | 142(6) | 71(1) | 23 | 38 | 6 | 39 |

The rules for Modest Residential Development began in 1995.
( ) = Pending Approval
* Other = Addition, Renovation, Change of Use

Between 1984 and 1997 building permits were issued for approximately $44 million worth of residential development. The number of dwelling units increased by 58 for Capitol Hill, 90 for Mount Pleasant and 198 for Tuxedo. (See Figure 10)

**Figure 10**

### Residential Building Permits
### January 1984 - December 1997

| | Demolitions | # of Permits | # of Units Created | Estimated Value |
|---|---|---|---|---|
| CAPITOL HILL | | | | |
| Total | 29 | 269 | 87 (58 net) | $10,386,759 |
| MOUNT PLEASANT | | | | |
| Total | 35 | 449 | 125 (90 net) | $15,026,349 |
| TUXEDO | | | | |
| Total | 66 | 351 | 259 (193 net) | $19,102,133 |

## 1.6 Residential Development Potential

North Hill generally has few vacant parcels available for redevelopment.

In the R-2 areas, any redevelopment would most likely occur through the resubdivision of existing lots (for example, the subdivision of a 50 foot wide lot into two 25 foot wide lots).

A few sites zoned for multi-unit dwellings are under developed and could accommodate additional units under the existing zoning.

If all vacant and under-used land was fully developed to its existing maximum zoning capacity, approximately 2,700 additional housing units could be built. This would be an increase of 40% over the 1996 number of housing units. This figure is considered theoretical and extremely unlikely to occur, however there likely will continue to be ongoing low levels of redevelopment.

**Figure 11**

**Residential Development Potential**

| Existing "UNDER" Developed Land | Potential Units | - | Existing Units (25' or 50' lots) 11 upa | = | Potential Increase # Units |
|---|---|---|---|---|---|
| **Capitol Hill** | | | | | |
| DC & RM-4 | | | | | |
| 2 acres x 30 upa | 60 | - | 20 | = | 40 |
| R-2 | | | | | |
| 140 acres x 15 upa = | 2,100 | - | 1,600 | = | 500 |
| **Total** | **2,160** | **-** | **1,620** | **=** | **540** |
| **Mount Pleasant** | | | | | |
| DC for 51 multi-units | 50 | - | 0 | = | 50 |
| R-2 | | | | | |
| 236 acres x 15 upa = | 3,500 | - | 2,100 | = | 1,400 |
| **Total** | **3,550** | **-** | **2,100** | **=** | **1,450** |
| **Tuxedo** | | | | | |
| RM-4 | | | | | |
| 18.43 acres x 30 upa | 550 | - | 200 | = | 350 |
| R-2 140 acres x 15 upa = | 2,100 | - | 1,750 | = | 350 |
| **Total** | **2,650** | **-** | **1,950** | **=** | **700** |
| **North Hill** | | | | | |
| Multi Units | 660 | - | 220 | = | 440 |
| Low Density | 7,700 | - | 5,450 | = | 2,250 |
| **Total** | **8,360** | **-** | **5,670** | **=** | **2,690** |

# 2.0 DEMOGRAPHIC CHARACTERISTICS

## 2.1 Population

North Hill's population, as with most inner city communities, has dropped by 2.6% over the past 22 years, with a net loss of 344 people from 13,250 people in 1975 to 12,906 in 1997. Interestingly, Tuxedo has seen a slight increase from 1976 to 1995 of 180 people in contrast to the general trend in North Hill.

Figure 12

**Population 1975-1997**

| | Capitol Hill* | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| 1975 | 3,905 | 5,246 | 4,099 | 13,250 | 453,732 |
| 1977 | 3,784 | 5,211 | 4,195 | 13,190 | 487,531 |
| 1979 | 3,951 | 5,116 | 4,130 | 13,197 | 530,839 |
| 1981 | 3,895 | 5,092 | 4,395 | 13,382 | 591,743 |
| 1983 | 3,784 | 4,977 | 4,211 | 12,972 | 620,696 |
| 1985 | 3,837 | 4,334 | 4,188 | 12,359 | 625,143 |
| 1987 | 3,831 | 4,340 | 4,211 | 12,382 | 647,285 |
| 1989 | 3,768 | 4,309 | 4,185 | 12,262 | 657,118 |
| 1991 | 3,767 | 4,409 | 4,225 | 12,401 | 708,593 |
| 1993 | 3,868 | 4,374 | 4,255 | 12,497 | 727,719 |
| 1995 | 3,760 | 4,451 | 4,244 | 12,455 | 749,073 |
| 1996 | 3,823 | 4,503 | 4,278 | 12,604 | 767,059 |
| 1997 | 3,831 | 4,649 | 4,426 | 12,906 | 790,498 |

*Source: 1997 Civic Census*

* *Includes portion west of 18 Street*

## 2.2 Housing

In the past 20 years, the number of dwelling units increased by 16% in North Hill (20% in Capitol Hill, 4% in Mount Pleasant and 26% in Tuxedo).

**Figure 13**

**Housing Units**
**1975 - 1997**

| | Capitol Hill* | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| 1975 | 1,699 | 2,248 | 1,866 | 5,813 | 160,883 |
| 1977 | 1,696 | 2,258 | 1,915 | 5,869 | 178,906 |
| 1979 | 1,757 | 2,317 | 2,028 | 6,102 | 204,270 |
| 1981 | 1,844 | 2,375 | 2,078 | 6,297 | 227,692 |
| 1983 | 2,001 | 2,418 | 2,157 | 6,576 | 248,958 |
| 1985 | 1,990 | 2,304 | 2,224 | 6,518 | 254,933 |
| 1987 | 1,977 | 2,243 | 2,207 | 6,427 | 258,896 |
| 1989 | 1,985 | 2,239 | 2,214 | 6,438 | 265,938 |
| 1991 | 1,997 | 2,240 | 2,223 | 6,460 | 276,576 |
| 1993 | 2,027 | 2,259 | 2,330 | 6,616 | 287,985 |
| 1995 | 2,035 | 2,279 | 2,339 | 6,653 | 298,762 |
| 1996 | 2,016 | 2,347 | 2,343 | 6,736 | 303,989 |
| 1997 | 2,062 | 2,389 | 2,357 | 6,808 | 312,092 |

* ***Includes portion west of 18 Street***

***Source: 1997 Civic Census***

## 2.3 Population by Structure Type

In 1997, 50% of the people in North Hill lived in single-detached dwellings and 24% in converted units compared with 65% in single-detached dwellings and 5% in converted units for all of Calgary. This reflects the higher number of converted units in North Hill.

**Figure 14**

**1997 Population by Structure Type**

| | Capitol Hill* | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| Single-Detached | 38% | 62% | 46% | 50% | 65% |
| Duplex | 17% | 8% | 10% | 11% | 7% |
| Converted• | 26% | 25% | 23% | 24% | 5% |
| Apartment | 16% | 3% | 17% | 12% | 12% |
| Row Housing | 1% | 2% | 3% | 2% | 9% |
| Mobile | 0% | 0% | 0% | 0% | 1% |
| Other | 2% | 0% | 1% | 1% | 1% |
| **Total** | **100%** | **100%** | **100%** | **100%** | **100%** |
| **Total Population** | **7,381** | **4,649** | **4,426** | **12,789** | **790,498** |

***Source: 1997 Civic Census***

* ***Includes portion west of 18 Street***

• A converted structure is one originally built as a single detached house and now containing more than one residential unit or a structure originally built as a duplex and now containing more than two residential units.

## 2.4 Occupancy Rates (People Per Household)

Figure 15 shows that the occupancy rate (the average number of persons per household) for North Hill has decreased from 2.36 in 1975 to 1.99 in 1997.

Figure 16 shows that North Hill communities generally have lower occupancy rates for all structure types than the Calgary rates. This difference generally reflects the size and the older housing stock, the communities' demographic profile and location within the inner city.

**Figure 15**

**Occupancy Rates 1975-1997**

| | Capitol Hill* | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| 1975 | 2.37 | 2.43 | 2.28 | 2.36 | 2.97 |
| 1979 | 2.31 | 2.31 | 2.22 | 2.28 | 2.82 |
| 1984 | 2.06 | 2.10 | 2.10 | 2.09 | 2.7 |
| 1989 | 1.97 | 2.05 | 2.01 | 2.01 | 2.62 |
| 1994 | 1.95 | 2.04 | 1.96 | 1.98 | 2.65 |
| 1997 | 1.94 | 2.05 | 1.97 | 1.99 | 2.64 |

*Source: 1997 Civic Census*

* *Includes portion of 18 Street*

**Figure 16**

**1997 Occupancy Rates by Structure Type**

| | Capitol Hill* | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| Single-Detached | 2.14 | 2.28 | 2.22 | 2.21 | 3.07 |
| Duplex | 2.34 | 2.34 | 2.70 | 2.46 | 2.85 |
| Converted | 1.79 | 1.68 | 1.81 | 1.76 | 1.98 |
| Apartment | 1.40 | 1.39 | 1.45 | 1.41 | 1.56 |
| Row Housing | 2.25 | 1.50 | 1.88 | 1.88 | 2.49 |
| Mobile | - | - | - | - | 2.14 |
| Other | 24.00 | 3.50 | 6.33 | 11.28 | 12.18 |

*Source: 1997 Civic Census*

* *Includes portion west of 18 Street*

## 2.5 Age Groups

The North Hill communities have a higher proportion of their population (57%) in the 20-44 age category compared to Calgary's rate of 45% and a lower percentage of its population in the under 19 years of age category (17%) compared to Calgary's rate of 27%. The age structure of North Hill, shown in Figure 17, is typical of older inner suburban communities with an aging population.

Figure 17

**Age Groups - 1996**

| | Capitol Hill* | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| 0-4 | 5% | 6% | 5% | 6% | 7% |
| 5-14 | 7% | 8% | 7% | 7% | 14% |
| 15-19 | 4% | 3% | 4% | 4% | 6% |
| 20-24 | 13% | 8% | 8% | 9% | 7% |
| 25-44 | 43% | 47% | 48% | 46% | 38% |
| 45-54 | 7% | 9% | 9% | 8% | 12% |
| 55-64 | 5% | 5% | 5% | 5% | 7% |
| 65+ | 16% | 14% | 14% | 15% | 9% |
| Total | 100% | 100% | 100% | 100% | 100% |
| Total # People | 3,823 | 4,503 | 4,278 | 12,604 | 767,059 |

*Source: 1996 Civic Census*
* *Includes portion west of 18 Street*

Figure 18 shows the change in the population age structure between 1986 and 1996. Most changes in age groups are minor.

However, there has been an increase in the 25 to 44 age group, from 39% in 1986 to 46% in 1996. The 20 to 24 age group has decreased, from 14% of the total population in 1986 to 9% in 1996.

Figure 18

**The North Hill Communities**
**Age Groups 1986-1996**

| | 1986 | 1996 |
|---|---|---|
| 0-4 | 5% | 6% |
| 5-14 | 6% | 7% |
| 15-19 | 5% | 4% |
| 20-24 | 14% | 9% |
| 25-44 | 39% | 46% |
| 45-54* | 15% | 8% |
| 55-64* | | 5% |
| 65+ | 16% | 15% |
| Total | 100% | 100% |

* *In 1986, these two age groups were combined.*
*Source: Civic Census*

## 2.6 Home Ownership

The 1997 civic census data indicates that the North Hill communities have a lower home ownership rate (47%) than the city rate (64%). Ownership for single-detached dwelling units is 80% compared to the city rate of 92%. Mount Pleasant has the highest home ownership rate of the three communities (61%), followed by Tuxedo (42%) and Capitol Hill (41%).

This generally lower rate of home ownership can be partly attributed the higher proportion of converted and multi-unit residential dwellings.

**Figure 19**

**1997 Home Ownership by Structure Type (Occupied Dwellings Only)**

| | Capitol Hill* | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| Single-Detached | 82% | 83% | 76% | 80% | 92% |
| Duplex | 37% | 50% | 34% | 40% | 58% |
| Apartment | 0% | 2% | 4% | 2% | 12% |
| Row Housing | 38% | 96% | 51% | 62% | 47% |
| All Types | 40% | 61% | 41% | 47% | 64% |
| Total # Occupied Units | 1,979 | 2,269 | 2,242 | 6,490 | 299,988 |

*Source: 1997 Civic Census*

** Includes portion west of 18 Street*

## 2.7 Housing Size, Value & Condition

In 1991 the average size of the homes in North Hill was smaller than the Calgary average.

People in North Hill rated the value of their homes lower than the Calgary average.

A higher percentage of people in North Hill believed their homes needed major repairs than did Calgarians in general. This is likely due to the older average age of the homes in the North Hill area. In Calgary, 5.6% of dwellings require major repairs compared to 10.5% in North Hill.

Figure 20

**Housing Size, Value & Condition**

| | Capitol Hill | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| **Size** | | | | | |
| #Dwellings | 1,900 | 2,120 | 2,045 | 6,065 | 262,370 |
| Average # of Rooms Per Dwelling | 5.2 | 5.9 | 5.3 | 5.5 | 6.4 |
| Average # Bedrooms | 2.2 | 2.4 | 2.2 | 2.3 | 2.8 |
| **Residents' Evaluation of Their Home's Value** | | | | | |
| Average Value | $116,614 | $128,411 | $109,500 | $118,175 | $144,477 |
| **Residents' Evaluation of Their Home's State of Repair** | | | | | |
| Regular Maintenance Only | 61.2% | 54.4% | 59.8% | 58.6% | 70.5% |
| Minors Repairs | 31.2% | 32.8% | 29.5% | 31.3% | 23.9% |
| Major Repairs | 6.7% | 12.8% | 10.7% | 10.1% | 5.6% |
| Total | 100% | 100% | 100% | 100% | |

*Source: 1991 Statistics Canada (20% Sample Data)*

*Note: Regular maintenance - painting, furnace cleaning, etc. Minor repair - missing or loose floor tiles, bricks or shingles, defective steps, railing or siding, etc. Major repairs - defective plumbing, electrical wiring, structural repairs to walls, floors or ceilings, etc.*

## 2.8 Number of Pre-School Children

Figure 21 illustrates the number of pre-school children in each of the three communities from 1981-1997. The number has fluctuated from year to year, peaking in 1987.

Figure 21
**Number of Pre-School Children**
**1981-1997**

| | Capitol Hill* | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| 1981 | 181 | 246 | 242 | 669 | 49,633 |
| 1983 | 177 | 240 | 240 | 657 | 50,887 |
| 1985 | 179 | 199 | 253 | 631 | 54,341 |
| 1987 | 176 | 276 | 263 | 891 | 58,955 |
| 1989 | 191 | 276 | 258 | 725 | 60,782 |
| 1991 | 181 | 286 | 230 | 697 | 63,023 |
| 1993 | 204 | 280 | 244 | 728 | 62,666 |
| 1995 | 206 | 289 | 256 | 751 | 60,875 |
| 1997 | 186 | 270 | 241 | 697 | 62,021 |

*Total Pre-School Children in Each Census Year*
*Source: 1997 Civic Census*
** Includes portion west of 18 Street*

# 3.0 HERITAGE CONSERVATION

Heritage resources can only be protected in Alberta through Provincial legislation. This legislation enables the province to regulate the changes that can be made to designated sites. Generally only sites owned by the government or where private owners agree, have been designated.

The Historical Resources Act enables the Province to designate a property as a Provincial Historic Resource (highest level) or a Registered Historic Resource. All properties designated by the Province are eligible to apply for funds to assist in the costs of restoration and rehabilitation from the Alberta Historical Resources Foundation. Once designated, the legislation restricts an owner's ability to make changes to a heritage resource without notifying the Province first.

The Act also enables municipalities to designate properties as Municipal Historic Resources, but under the provisions of the Act, the municipality must compensate the owner for any loss of economic value arising from the designation.

The City of Calgary maintains an "Inventory of Potential Heritage Sites" of which buildings and sites must be 45 years and older. Sites on this list are classified as follows:

Category A
- Site or building is notable, unique or rare.
- Worthy of consideration for designation under the Historical Resources Act.

Category B
- Very significant in certain respects.
- Worthy of consideration for designation under the Historical Resources Act.
- Preservation actively encouraged by the City of Calgary.

Category C
- Significant potential heritage resources.
- Preservation strategies should be in response to significant aspects of the site.
- Preservation encouraged by the City of Calgary.

There is no legislation or administrative process to specifically protect the "historic character" of a community when it refers to a general architectural style or type of house construction. The only way to maintain the character is to try to ensure that new construction reflects some of the architectural and siting (e.g., lot sizes) elements commonly associated with the community's older homes. The development approval process places substantial importance on ensuring new development respects the existing streetscape.

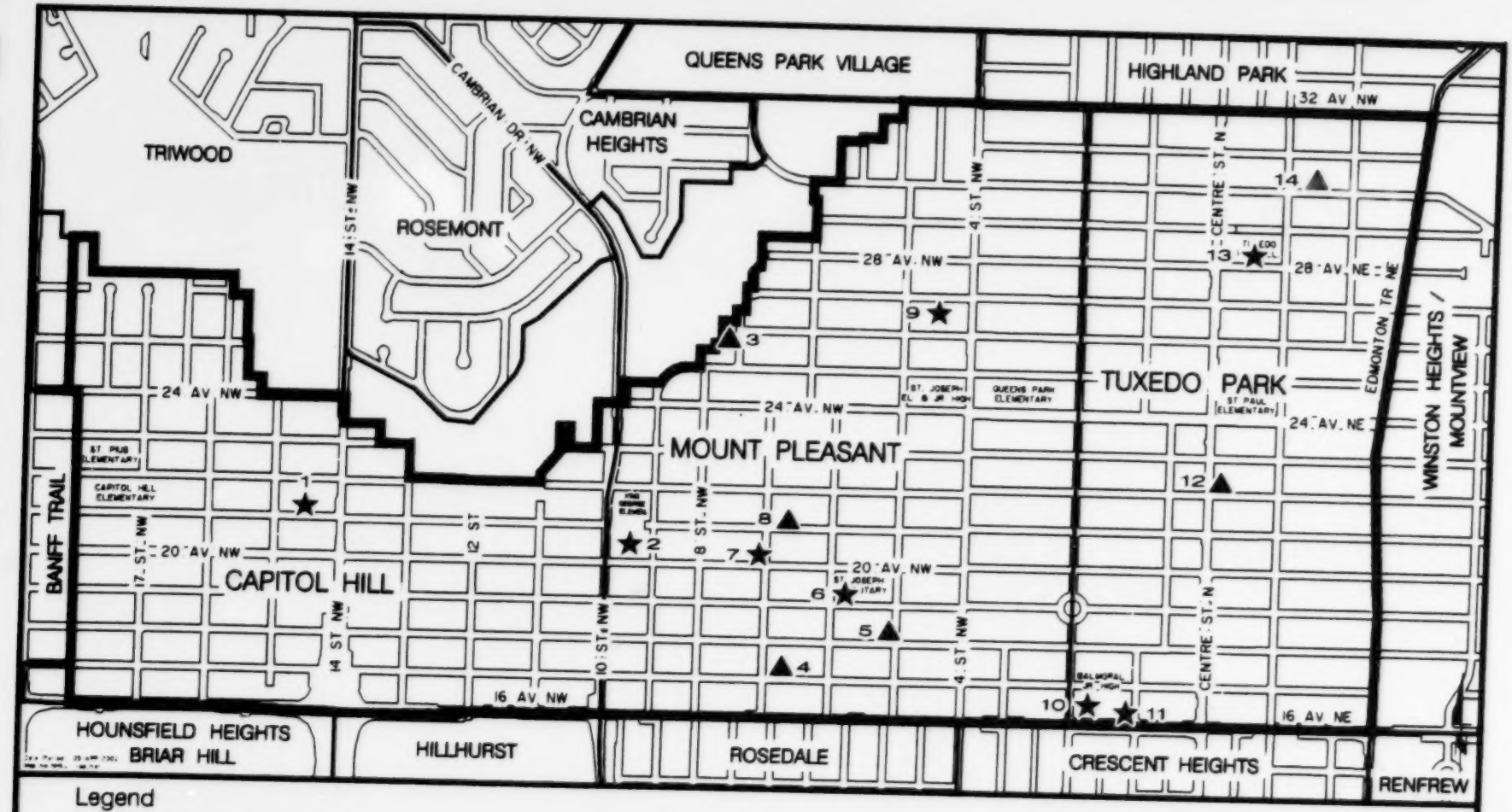
There are currently no designated Provincial or Municipal historic sites in the three North Hill communities. However, a number of potential heritage sites are identified below and located on Map B6. The sites on the City's Inventory have been identified and evaluated by the Heritage Advisory Board.

This list may change as more sites are identified by the City's heritage planner, the Heritage Advisory Board and Alberta Community Development.

1. **St. Cyprian Scout Guide Hall**
**1522 - 21 Avenue NW (Capitol Hill)**
**Category A**

2. **King George School**
**2108 - 10 Street NW (Mount Pleasant)**
**Category C**

3. **2617 - 7 Street NW (Mount Pleasant)**




## Legend

- Area Redevelopment Plan Boundary
- ★ On City Inventory
- ▲ Not on City Inventory but of historical interest

1. St Cyprian Scout Guide Hall, 1522 - 21 Av NW
2. King George School, 2108 - 10 St NW
3. 2617 - 7 St NW
4. 736 & 740 - 17 Av NW
5. 602 - 18 Av NW
6. St Joseph Church, 640 - 19 Av NW
7. 802 - 20 Av NW
8. 730 - 21 Av NW
9. North Mount Pleasant Art Centre, 523 - 27 Av NW
10. Balmoral Schools, 220 - 16 Av NW
11. Unitarian Church, 204 - 16 Av NW
12. 2306 & 2308 Centre St NE
13. Tuxedo Park School, 130 - 28 Av NE
14. 220 - 30 Av NE

Community Boundary

# Map B6
## North Hill Area Redevelopment Plan

## Potential Heritage Sites

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
March 1999

250 0 250 500 750
METRES

4. **736 & 740 - 17 Avenue NW (Mount Pleasant)**

5. **602 - 18 Avenue NW (Mount Pleasant)**

6. **St. Joseph's Church**
**640 - 19 Avenue NW (Mount Pleasant)**
**Category C**

7. **802 - 20 Avenue NW (Mount Pleasant)**
**Category C**

8. **730 - 21 Avenue NW (Mount Pleasant)**

9. **North Mount Pleasant Arts Centre**
**523 - 27 Avenue NW (Mount Pleasant)**
**Category A**

10. **Balmoral Schools**
**220 - 16 Avenue NW (Tuxedo Park)**
**Category A**

**Balmoral School**

**Balmoral Bungalow School**

11. **Unitarian Church**
**204 - 16 Avenue NW (Tuxedo Park)**
**Category C**

12. **2306/2308 Centre Street NE (Tuxedo Park)**

13. **Tuxedo Park School**
**130 - 28 Avenue NE**
**Category B**

14. **220 - 30 Avenue NE (Tuxedo Park)**

# 4.0 ECONOMIC & SOCIAL PERSPECTIVES

The North Hill communities developed as working class, family-oriented neighbourhoods. The North Bow Design Brief, adopted by Council in March of 1977, expressed concerns regarding the adequacy of community facilities, programs and housing to meet the needs of children, youth, and senior citizens. These same concerns continue to be expressed today.

Despite these concerns, the North Hill communities have a large number of people willing to help and support others in the community. Many community, social, and religious organizations offer support, counselling, education and basic amenities.

The combination of volunteer groups and government funded agencies generally provides an acceptable level of services.

## 4.1 Economic Indicators

a. Income

In general, the residents of North Hill have a slightly lower median income than that of Calgary's population as a whole. With a city wide median index value of 100.0, the 1991 median (the middle of the distribution with an equal number of cases above and below it) of North Hill was 93.0. However, Mount Pleasant had a slightly higher median level (103.7) than the city, while both Capitol Hill and Tuxedo were considerably lower (at 88.6 and 87.2 respectively). Since 1982, the median income of the North Hill communities generally increased, with the exception of Capitol Hill which shows a slight decrease.

In 1996, the percentage of the Calgary adults who received Supports for Independence (SFI) was higher in the North Hill communities (7.2%) compared with Calgary (5.6%). Of the three communities, Tuxedo had the largest percentage of adults receiving SFI, at 11.4%.

The percentage of children (age 0-17) who live in Calgary households that got SFI was 4.2%, while North Hill's rate was 5.5%. Of the three communities, Tuxedo had the largest percentage of children receiving SFI (11.3%) and Capitol Hill had the lowest rate (2.3%).

In 1993, the percentage of Calgary seniors (age 65+) who had a low enough income to get the Guaranteed Income Supplement (GIS) was 29.5%, compared to the North Hill rate of 38.7%.

b. Low Income

In 1991, the percentage of Calgary residents who lived below the low income cutoff defined by Statistics Canada was 17.8%. North Hill's rate was 25.6% or 1.4 times the percentage found in Calgary. Tuxedo had the largest percentage of residents living below the low income cut off (29.0%) of the three North Hill communities.

c. Unemployment

In 1991, North Hill's youth unemployment was 1.2 times the Calgary rate. In Calgary, 12.3% of young people (age 15-24) who were in the labour force were unemployed, compared to 14.2% in North Hill. Of the three communities, Capitol Hill had the highest rate (15.7%).

Among Calgary adults (aged 25+) who were in the labour force, 7.2% were unemployed, compared to 9.2% in North Hill. Of the three communities, Tuxedo had the highest unemployment rate (10.3%). Overall, North Hill's unemployment was 1.3 times the Calgary rate.

**Figure 22**

**Economic Indicators**

| | Capitol Hill | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| **Percentage of Young People Who were Unemployed (15-124)** | 15.7% | 13.3% | 13.2% | 14.2% | 12.3% |
| **Percentage of Adults Who were Unemployed (25+)** | 8.0% | 9.2% | 10.3% | 9.2% | 7.2% |
| **Poverty*** | 27.8% | 20.5% | 29.0% | 25.6% | 17.8% |

***Source: 1991 Statistics Canada (20% Sample Data)***

** Likely need to spend more than 54% of their income on food, clothing and shelter based on gross income and household size.*

| | | | | | |
|---|---|---|---|---|---|
| **Percentage of Persons Living in Households That Get Supports for Independence (SFI)** | | | | | |
| **Children** | 2.3% | 3.0% | 11.3% | 5.5% | 4.2% |
| **Adults** | .7% | .9% | 2.2% | 1.3% | 1.4% |

***Source: Alberta Family & Social Services 1997***

| | | | | | |
|---|---|---|---|---|---|
| **Percentage of Seniors That Got The Guaranteed Income Supplement (GIS) (1993)** | 34.6% | 40.4% | 38.4% | 38.7% | 29.5% |

***Source: Human Resources Department Canada***

| | | | | | |
|---|---|---|---|---|---|
| **1991 Index of Median Incomes** | 88.6 | 103.7 | 87.2 | 93 | 100 |

***Source: Planning & Building Department***

## 4.2 Social Indicators

a. English

In 1991, 1.9% of the population in Calgary did not speak English compared to 2.0% in North Hill. Tuxedo had the highest rate (2.6%) of the three communities.

b. Seniors Living Alone

In 1991, 43% of the seniors in North Hill lived alone. This was 1.5 times the rate for Calgary. While living alone is not necessarily a problem, it could be if the person has health, mobility or economic difficulties.

c. Newcomers

In 1991, among Calgary residents who were immigrants (moved from another country), 14.9% moved to this country in the previous three years compared to 12.6% in the North Hill area. In this case, Tuxedo had the highest newcomer rate (17.1%), of the three communities in North Hill.

Figure 23

**1991 Social Indicators**

| | Capitol Hill | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| **Percentage of the Population Who Do Not Speak English** | 1.9% | 1.5% | 2.6% | 2.0% | 1.9% |
| (20% sample data) | | | | | |
| **Percentage of Non-Institutionalized Seniors Living Alone** | 42.5% | 36.8% | 50.0% | 42.6% | 29.3% |
| (100% data) | | | | | |
| **Percentage of Immigrants Who Arrived in Canada Between 1988 & 1991** | 9.9% | 10.9% | 17.1% | 12.6% | 14.9% |
| (20% sample data) | | | | | |
| **Percentage of Residents (1 Year Old & Over) Who Moved In The Last Year** | 28.2% | 28.5% | 31.1% | 29.3% | 23.9% |
| (20% sample data) | | | | | |
| **Percentage of Families With Children Headed by a Lone Parent** | 36.1% | 31.3% | 34.0% | 33.6% | 20.3% |
| (20% sample data) | | | | | |

***Source:*** *1991 Statistics Canada*

d. Recently Moved

In 1991, 23.9% of residents (aged one or more) in Calgary moved in the previous year compared to 29.3% of residents in the North Hill area. Of the three communities, Tuxedo had the highest percentage (31.1%).

e. Lone Parent Families

In 1991, the percentage of North Hill families with children that were headed by a lone parent was 1.7 times the Calgary rate. In Calgary, 20.3% of families with children were headed by a lone parent as compared to 33.6% in the North Hill area. Of the three communities, Capitol Hill had the highest percentage (36.1%).

f. Special Services

In 1997, 10.9% of the people of Calgary used the Special Needs Taxi service operated by the taxi companies and the City of Calgary Social Services. In North Hill, 15.4% of the population used this service, 1.4 times the Calgary percentage. Of the three communities, Capitol Hill had the largest use rate of 17.8%.

In 1993, 0.6% of the people in Calgary received Calgary Health Services Home Care, compared to 1.5% of the North Hill population. This was 2.5 times higher than Calgary. Of the three communities, Capitol Hill had the highest use rate, (1.7%).

g. Crime Rate

In 1997, the North Hill area had an almost identical overall crime rate as Calgary as a whole. In Calgary, 88.0 crimes were reported per 1,000 population, while the rate for the North Hill area was 88.3. The North Hill area, however has lower rates than Calgary for crimes against persons (5.8 compared to 9.8 for Calgary) and property crimes are slightly higher in North Hill, 78.6 compared to 71.7 in Calgary. Property crimes include break and enter (house and commercial) and theft (auto, truck, property, car prowlings).

The total crime rate per 1,000 population is highest in Mount Pleasant as is crime against persons and property.

PACT (Police and Community Telephone System), Block Parent, and Block Watch are some of the programs active in the community. The community newsletter, the North Central Community Digest, also provides community members with monthly crime statistics and helpful ideas on how to prevent crime.

**Figure 24**

**1997 Crime Rates**

| | Capitol Hill | Mount Pleasant | Tuxedo | North Hill | Calgary |
|---|---|---|---|---|---|
| **Total Crime Rate (per 1,000 population)** | 81.7 | 104.1 | 77.7 | 88.3 | 88.0 |
| **Against Persons** | 4.2 | 7.5 | 5.4 | 5.8 | 9.8 |
| **Against Property** | 75.2 | 92.9 | 66.4 | 78.6 | 71.7 |
| **Other** | 2.3 | 3.7 | 5.6 | 4.0 | 6.5 |

***Source: Calgary Police Service***

## Conclusion

As shown in the above statistics, in 1991, North Hill had a higher rate of seniors living alone, low income residents, and lone parent families. In 1997, a higher percentage of people in North Hill used the Special Needs Taxi service and (in 1993) Home Care than in Calgary as a whole.

# 5.0 EXISTING SERVICES AND TRANSPORTATION SYSTEM

Transportation and traffic concerns have been a major concern underlining all key planning issues in the North Hill communities. Traffic issues related to the east-west corridors of 16, 20 and 24 Avenues and traffic shortcutting to avoid congested intersections have been the principal concerns. 16 Avenue particularly has been identified as a key bottleneck. Traffic volumes for the key major and collector roads are outlined on Map B7. Traffic concerns related to these east-west corridors are expected to be alleviated with the proposed 16 Avenue North road widening.

Map B8 identifies additional bikeways recommended by the communities. They should be considered as part of the review of the Calgary Cycle Plan.

Map B6 (white pages) outlines road classifications and traffic control devices.

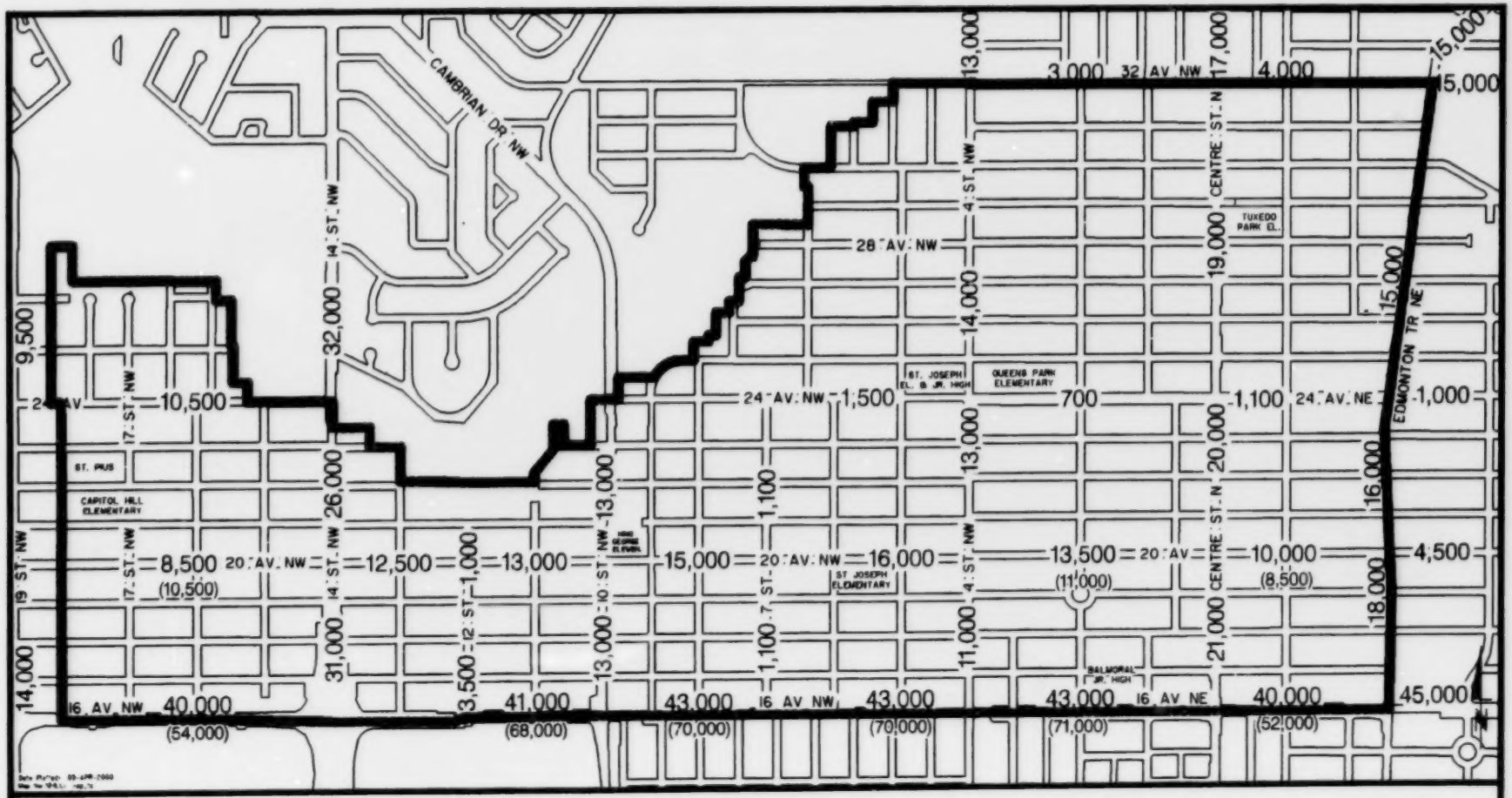
## 5.1 16 Avenue Proposed Widening

Council's 1977 approval of the 16 Avenue North Functional Study initiated the purchase of properties along 16 Avenue, on an opportunity basis, to facilitate road widening. To protect a sufficient right-of-way and pedestrian area, Council established a 17 foot setback requirement on the north side of 16 Avenue and a 50 foot setback requirement on the south side. Improvements were expected to comprise six 12 foot through lanes, a 14 foot raised median with 11 foot left turn bays, as well as 23 foot and 20 foot pedestrian corridors/ boulevards on the north and south sides respectively. The 16 Avenue North Functional Study contemplates lane widths and median standards which differ from today's transportation standards. It is expected that the future widening of 16 Avenue using current design standards would require:

| | |
|---|---|
| 20 ft (6 m.) | Median |
| 73 ft (22.2 m.) | 6 lanes at 3.7 m each |
| 7 ft (2 m.) | Curb and gutter (4 @ .5m ea.) |
| 99 ft (30.2m.) | Road |
| 17 ft (5.15 m.) | Pedestrian area each side (2) |
| **133 ft (40.5 m.)** | **Total Right-of-Way** |

These present day standards may be accommodated within the total right-of-way requirements approved by Council in 1977.

The Functional Study addressed noise, in the North Hill communities, by suggesting that development controls could be instituted, which would have commercial structures create an effective noise barrier to adequately buffer residents.




Legend

- Area Redevelopment Plan Boundary
- 37,000 — 24 Hour Average Daily Traffic Volumes – 1997
- (37,000) — Projected Traffic Volumes for the year of 2019

Map B7

North Hill Area Redevelopment Plan

# Traffic Counts

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
March 1999

250 0 250 500 750
METRES

The timing for the reconstruction of that section of 16 Avenue between 2 Street NW and 10 Street NW has been tentatively scheduled to be completed by 2003, the balance of the widening occurring by 2005.

## 5.2 Inner City Transportation Study (ICTS)

This study, initiated by City Council as follow-up work to the Calgary Transportation Plan, includes the three North Hill communities within its boundaries. Some traffic related issues identified through this ARP process, such as the priority of green time at a traffic signal, will be more appropriately addressed in the ICTS. The ICTS is scheduled to go to Council in 1999.

## 5.3 Transit Services

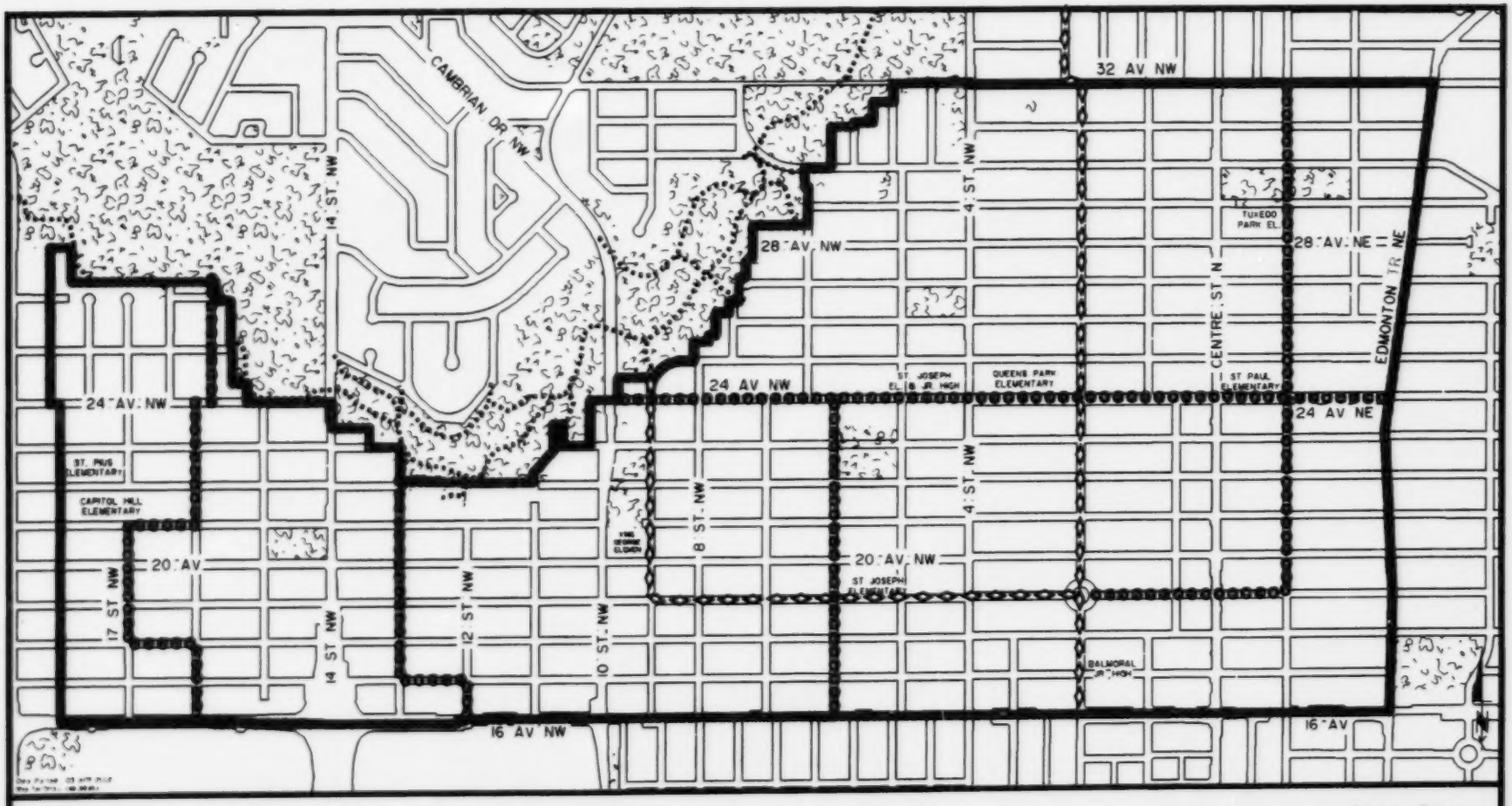
The three North Hill communities are well served by transit routes 2, 3, 4, 10,19, 40, 87, 89, 91 and Community Shuttles 404, 406, 411 and 414.

## 5.4 Community Traffic Study

A community traffic study in the North Hill communities has been proposed by the Transportation Department, provided there is a group of community volunteers from each of the three communities. While it could begin its work prior to the completion of the Inner City Transportation Study, it would not be addressing issues identified within the ICTS terms of reference. The scope of the community traffic study is to address local traffic problems raised by the community and other parties during the ARP process.

Local traffic issues in addition to those listed in (9.5.4 white pages) that were identified through the ARP process include:

1. Shortcutting traffic on 6 Street NW.
2. Impact from City maintenance trucks accessing the City lot on 25 Avenue NW.
3. Winter street maintenance on some hills is inadequate.




Legend

- Area Redevelopment Plan Boundary
- Existing Pathways
- Existing Bikeways
- Suggested Additional Bikeways
- Open Space

Map B8

North Hill Area Redevelopment Plan

Suggested
Pathway and Bikeway Routes

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
March 1999

250 0 250 500 750
METRES

4. Shortcutting and spillover parking on residential streets from commercial, institutional and community facilities.

5. Truck traffic on non-truck routes.

6. Increased traffic on adjacent streets and avenues because of the four way stop at 2 Street and 28 Avenue NW.

7. Inadequate signage and poor intersection design at 24 Avenue and 10 Street.

8. Traffic congestion at the Centre Street and 16 Avenue intersection.

There is substantial emphasis being placed on revising the timing of the traffic lights on the major roads in the North Hill communities to discourage traffic from using 20 and 24 Avenues. The lights at Centre Street and 20 Avenue and at 24 Avenue are particularly important in limiting this east-west traffic.

## 5.5 The Calgary Transportation Plan

The Calgary Transportation Plan is the most recent affirmation that 16 Avenue will be widened to 6 lanes. The Plan identifies 16 Avenue as a major east/west corridor and notes it as an exception to the "free flow" travel continuity principle for the city-wide skeletal network. Most of the signalized intersections are expected to remain.

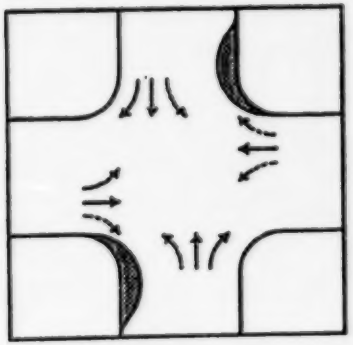
16 Avenue is identified as a General Commercial Area and a transit corridor (Centre Street transfer area).

The Calgary Transportation Plan has established the land uses, for the city, in order to manage efficient development into the year 2024. Although the majority of growth is expected to be directed to the suburbs, the intent of the land use strategy is to shift a significant share of suburban employment growth to locations which contribute to the goals of the Plan. Outside of the new suburban areas, the downtown and inner city are expected to experience the most employment growth increases. The Calgary Transportation Plan employment growth strategy focuses on locating jobs where people live and promoting intensification along transit corridors.

## 5.6 Physical Techniques for Traffic Calming

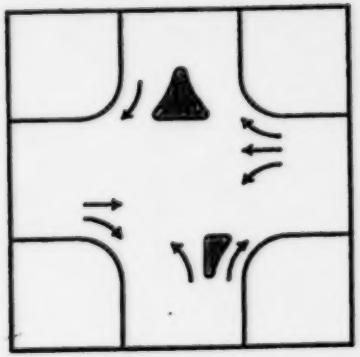
### 1. Road Narrowing/Bulbing

Road narrowing or bulbing refers to the introduction of a physical barrier projecting out from the existing curb line. These features can be introduced both at intersections and midblock locations. They are intended to regulate traffic flow into specific lanes, prevent midblock passing or force turning movements at intersections. They may also be used to formalize parking lanes and reduce pedestrian crossing distances. Careful consideration must be given to impacts on turning movements, transit operation and cyclists.



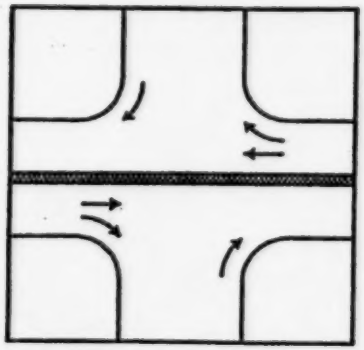
### 2. Channelization

Channelization refers to the introduction of traffic restraint measures which are intended to direct or channel traffic in a particular direction. These measures, commonly referred to as islands, are designed to physically prevent specific movements. As a result they may have a significant impact on shortcutting traffic. There will of course be a corresponding disruption to resident traffic. In some cases, motorists will persist in circumventing the channelization and some police enforcement will be required.



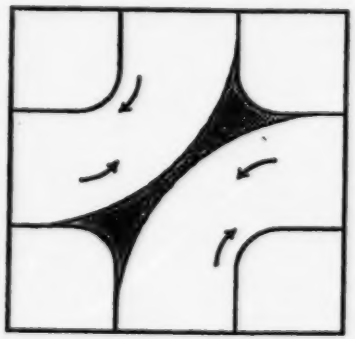
### 3. Median

Where sufficient space is available, the installation of a median may offer a viable solution by eliminating some through and turning movements. Due to space requirement and possible impacts on parking, medians have limited application.



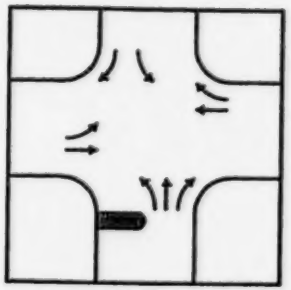
### 4. Diverter

A diverter is an obstruction installed diagonally through an intersection. It forces all traffic to turn at right angles eliminating through movements and some turns. As there is no way around the diverter, enforcement is not normally required.



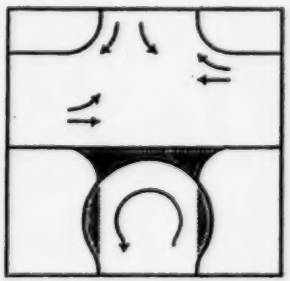
### 5. Partial Closure

A partial or half closure of a roadway may be used to restrict access or egress. There is a concern that enforcement may be required to ensure compliance as there is an opportunity for vehicles to circumvent the partial closure by driving on the wrong side of the road. From experience this measure is primarily abused by local residents who fail to adjust to revised traffic patterns in their neighbourhood. It should be noted that this type of installation may impact on-street parking.

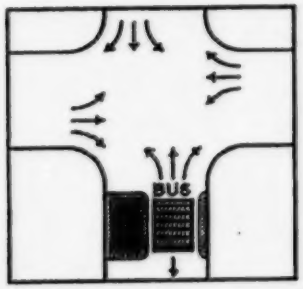


### 6. Full Closure

The use of road closures is sometimes required to address local traffic problems. Residents should be advised, however, that a closure should be viewed as a last resort as it is the most extreme physical measure available. A closure blocks all traffic to/from a street. Communities must, therefore, carefully consider impacts on the immediately surrounding streets.

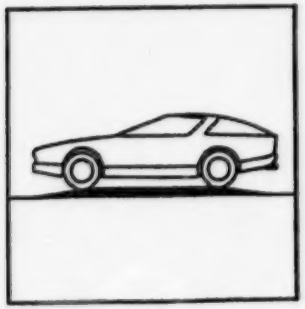


### 7. Bus Only Crossing



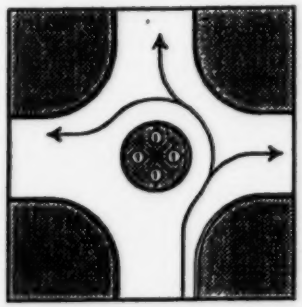

A bus only crossing is used where a road closure is required to address a traffic concern and where there remains the necessity for a transit link. The road is impassable to most vehicles with the exception of buses and larger trucks, including fire trucks.

### 8. Speed Humps



Speed humps are roadways "undulations" intended to reduce travel speeds on residential streets. Speed humps have only recently been accepted as an experimental traffic control measure in Calgary and the effectiveness of some recent trial installations is currently being evaluated.

### 9. Traffic Buttons (Rotary Traffic Islands)



A traffic button is a physical feature centered in an intersection with the intent of reducing travel speeds on residential streets. Motorists are required to slow down to safely manoeuvre through the intersection. Like speed humps, City Council has only recently approved their use on a trial basis.

# 6.0 ENVIRONMENTAL ISSUES

Environmental concerns may affect redevelopment of a few isolated sites in the North Hill area. These concerns include uncertainty with respect to pollution and contamination from past and present commercial operations. In addition pollution particularly from automotive related repair and service operations as well as noise, dust, and vibrations from truck and car traffic on major roadways such as 16 Avenue, 14 Street, 10 Street, Centre Street, Edmonton Trail, 20 Avenue, and 24 Avenue may impact development.

**Policies for Contaminated Properties**

The Alberta Environmental Protection and Enhancement Act recognizes that correcting environmental pollution requires vigilance and voluntary cooperation of landowners, scientific experts, provincial and municipal governments.

In 1995 Council approved a report titled "Interim Policy for Site Contamination and the Land Use Redesignation and Development Permit Approval Process" which should be consulted for a complete explanation.

The 1995 report is further expanded in the 1996 report titled "Interim Policy for Site Contamination and New Suburban Areas, Subdivisions and Area Redevelopment Plans."

An Environmental Site Assessment (ESA) is required for any development on sites where there is a potential for soil and/or groundwater contamination.

This includes sites that have been identified in reviewing the applicant's Acknowledgement and Disclosure Statement and those identified in the civic databases.

The following is a summary only.

**What is a Contaminated Property**

Contaminants in the soil or ground water may:

- be a risk to human health and safety,
- damage the environment,
- cause the land to be unsuitable for development,
- be a financial and legal liability to current or future owners.

The following are examples of activities that may contaminate soil or groundwater:

- battery recycling;
- car and truck sales and repair;
- dry cleaning;
- gas stations and repair shops;
- photofinishing;
- underground fuel storage tanks;
- and any other activity which may have polluted the soil or groundwater.

When development or redevelopment is proposed, a preliminary environmental investigation (Phase 1 ESA) may be required. If the Phase 1 ESA indicates there is potential contamination, then a detailed investigation (Phase 2 ESA) is required. If contamination beyond an acceptable limit is identified in the Phase 2 ESA, then either a remediation plan or risk management phase (Phase 3 ESA) is required.

**How We Cooperate to Clean Up Contaminated Properties**

To rezone or redevelop a property that is contaminated:

- The landowner or applicant investigates and discloses any knowledge of past activities and environmental site assessments.
- The Planning & Building and the Engineering and Environmental Services Departments will check the records for past activities.
- An environmental consultant must prepare a "Remedial Action Plan" and have it endorsed by Alberta Environmental Protection and Calgary Health Services.

If contamination is suspected contact one of the following agencies:

Alberta Environmental Protection
24 Hour Environmental
Emergency/Complaints 1-800-222-6514

Calgary Fire Department, Hazardous Materials Section 287-4248

Calgary Engineering & Environmental Services, Office for the Environment 268-8050

**How Planning Approvals are Affected By Site Contamination**

| Type of Approval | Lower Risk of Exposure to People | Higher Risk of Exposure to People |
|---|---|---|
| Land Use Redesignation (rezoning) | Remedial Action Plan (RAP) deferred to the Development Permit | RAP required Prior to Council Approval |
| Development Permit | RAP required Prior to Release of the Development Permit | RAP required Prior to Approval of the Development Permit |
| Development Completion Permits | A consultant must certify that the RAP has been implemented to the satisfaction of Alberta Environmental Protection and Calgary Health Services | |

Development Permits for signs, residential garages, non-structural renovations, home occupations, relaxations of Bylaw rules for existing buildings are not affected by this policy.

Policies for the subdivision approval process are being developed.

The above procedures may change. Please contact the Planning & Building Department for updates.

Risk levels are determined through the Engineering & Environment Department.

# 7.0 CRIME PREVENTION THROUGH DESIGN

New development and renovations, both residential and commercial, should provide a secure environment through attention to the principles of crime prevention through environmental design. These include the following:

- eyes on the street;
- defensible space;
- opportunities for casual surveillance; and
- increasing safety in parking and parking garages.

Public safety and security are important considerations in the design of buildings, parks and other developments. The design and siting of new buildings should provide easy physical access to adjacent streets, parks and open space, and allow clear views to parks and open spaces from the street.

New developments should be reviewed by the Approving Authority for their contribution to enhancing personal safety (real and perceived) Techniques that can help promote safety include the following:

- provide adequate lighting;
- have clear lines of sight;
- use semi-transparent security screening, rather than opaque walls where appropriate;
- avoid blank, windowless walls that do not permit residents or workers to observe the street;
- use of landscaping that maintains visibility;
- design parking areas to allow natural surveillance by maintaining clear lines of sight both for those who park there and for occupants of nearby buildings;
- encourage "eyes on the street" through the placement of windows, balconies, and street level uses; and
- ensure natural surveillance of children's play areas.

Other measures to enhance safety are:

- improve the existing streets, buildings, parks and public areas, where existing conditions do not promote public safety and security; and

- improve public safety by supporting community based initiatives such as the safety audit program.

# 8.0 RELEVANT PLANNING POLICIES

## The Calgary Land Use By-law (2P80)

This Bylaw is the basic controlling document for all development in Calgary. Although there are many specific rules that affect development in North Hill, the requirement that new development respect the existing streetscape is particularly important.

*"Building Design*

*The design, character and appearance of a building approved as a discretionary use shall be compatible with and complementary to the surrounding area."*

## North Bow Design Brief (1977)

The North Bow Design Brief provides land use policy recommendations on residential and commercial redevelopment, parks and the transportation network for ten communities, including the North Hill communities of Capitol Hill, Mount Pleasant, and Tuxedo.

The North Bow policies will be superceded by this ARP for the North Hill communities.

## The Calgary Plan Municipal Development Plan, (1998)

The Calgary Plan is the municipal development plan for Calgary and replaces the General Municipal Plan (1979). The Calgary Plan addresses future land use, development and transportation, relationships with municipal neighbours, provision of municipal services and facilities, and the type and location of land uses adjacent to sour gas facilities. It also includes The City's policies regarding the dedication of reserve land, the environmental, social and economic health of the city.

This plan has four major residential development goals:

- provide affordable, appropriate housing options for Calgarians
- ensure all communities remain viable—socially and economically—over the long-term
- make more effective use of existing infrastructure
- ensure new communities are more efficient to service (e.g., transit service, infrastructure).

The Calgary Plan advocates two major approaches to residential development aimed at the achievement of the goals identified above. The first is to increase the range of housing types available, especially in new communities. The second approach endeavours to increase housing densities throughout the city.

Calgary Plan residential goals and policies specific to North Hill include:

"2-2.2.2A Encourage sensitive intensification of housing in all neighbourhoods, in accordance with local plans, (if no local plan exists, then an appropriate plan or study should be undertaken) to:

- promote a more compact, adaptable form
- strengthen the role of the community within the built-up area
- contribute positively to the community's quality and image
- contribute to the existing community fabric and social environment."

"2-2.2.2D Support the accommodation of a more balanced and stable population structure in the inner city and respond to neighbourhood life cycle changes by:

- promoting the development of a more varied housing mix
- providing services and facilities that cater to families with children
- taking other measures as deemed appropriate."

"2-2.2.2E Increase the efficiency of land use in the inner city, (e.g., increased use of vacant and under-used land, infill and selective redevelopment)."

## Improving Calgary's Entranceways (1994)

This document was approved by City Council in September 1994. The intent of the study was to look at possible improvements to Calgary's entranceways to give visitors a favourable first impression. The study proposes guidelines when reviewing development proposals adjacent to these entranceways and suggests long term public improvements to be implemented on an opportunity basis, as funds become available. These improvements are generally aimed at enhancing the streetscape and highlighting land forms and scenic opportunities.

## The Calgary Transportation Plan (1995)

City Council approved the Calgary Transportation Plan, commonly referred to as the GoPlan, in May 1995. Generally, the Plan discusses ways to reduce the growth of auto travel during peak times through changes in travel behaviour and land use strategies. Since most of the new growth will occur in the suburbs, one of the important land use strategies is to develop "sustainable" communities.

16 Avenue is identified as part of the skeletal network and is the only exception to the "free flow" travel continuity principal for the skeletal network. The central portion of 16 Avenue will be widened to three lanes in each direction. Most of the signalized intersections are expected to remain. The Plan also identifies 16 Avenue as a general commercial area with an employment centre at the North Hill Shopping Centre.

Centre Street is identified as a transit corridor.

The Calgary Transportation Plan recommends more mobility choices for Calgarians, including calls for a stronger role for public transit over the next 30 years and a package of incentives and disincentives to make transit more attractive relative to the auto.

City Council, in approving the Calgary Transportation Plan, requested the Administration to carry out, as a follow-up study, the Inner City Traffic Study. It will address the relationship of the major roads in the Inner City with their adjoining land uses and the overall city road network. In North Hill; 16 Avenue, Centre Street; 20 and 24 Avenues, Edmonton Trail NE and the major north south routes are being addressed as part of this follow-up study, currently underway.

## Urban Parks Master Plan (1994)

The Urban Parks Master Plan identifies the need for a number of new pedestrian bridges to cross 14 Street, 10 Street and Centre Street.

## The 16 Avenue North Functional Study (1977)

The 16 Avenue North Functional Study examines a number of alternative alignments for the widening of 16 Avenue. To protect a sufficient right-of-way and pedestrian area, Council established a 17 foot wide setback on the north side of 16 Avenue and a 50 foot setback on the south side of 16 Avenue.

Interim steps were recommended to implement the future widening in stages and included:

- the planting of trees to allow them to mature before the widening;
- transit shelters at 10 Street, 4 Street, Centre Street and Edmonton Trail;
- a bus bay at Centre Street;
- a pedestrian overpass at Balmoral School;
- the realignment of 7 Street NW; and
- the relocation of the 6 Street lights to the new 7 Street intersection.

## Unsightly Property

North Hill residents have identified unsightly properties and poor property maintenance as issues of particular importance. The following two bylaws address maintenance:

1. The Existing Building & Property Standards Bylaw, 1991

   On 1991, November 18, City Council passed Bylaw 23M91, The Existing Building and Property Standards Bylaw, which replaced the Minimum Maintenance Bylaw. The new bylaw provides stricter property maintenance regulations, enforcement, and improved appeal procedures. This bylaw is administered by the Property Standards Rehabilitation Section of the Planning & Building Department.

2. The Unsightly Premises Bylaw, 1993

   In July 1993, City Council passed Bylaw #39M93, The Unsightly Premises Bylaw. The purpose of this bylaw is to prevent the existence and proliferation of property characterized by a visual evidence of a lack of general maintenance and upkeep. For example, the excessive accumulation of such things as garbage, gravel, unlicensed vehicles and yard materials. This bylaw is administered by the Bylaw Enforcement Division of the Engineering and Environmental Services Department.

# 9.0 BACKGROUND AND RATIONALE FOR RECOMMENDED POLICIES

## 9.1 Background and CPAC

The North Hill Area Redevelopment Plan includes the three communities of Capitol Hill, Mount Pleasant, and Tuxedo. With the exception of Capitol Hill, community district boundaries define the ARP area. A small portion of the land along the western edge of the Capitol Hill community district boundary is excluded from the North Hill ARP area as it is included in the Banff Trail/Motel Village Area Redevelopment Plan.

The ARP began in 1995 with an open house, a survey sent to residents, landowners and businesses and the establishment of a Community Planning Advisory Committee (CPAC). The survey asked a range of questions dealing with what residents and businesses liked and disliked about their communities and what concerns and issues they had.

The survey indicated that, of the many reasons for liking the North Hill area, most related to being close to amenities (e.g., good access, close to parks, shopping). Other reasons related to the neighbourhood itself–that it was quiet, safe, and affordable. In the same survey, the most frequently expressed concerns were traffic; land use designation (zoning) issues (e.g., illegal development; zoning infractions; quality of development); sidewalks/street quality and maintenance; and property maintenance issues. The issues and concerns expressed in the survey responses were generally consistent with the comments made at the public open house.

The volunteers selected for the CPAC included residents from various areas of North Hill, community association representatives and business owners. The CPAC played a vital role in the planning process by working with Planning & Building Department staff to identify issues and suggest solutions.

## 9.2 Issues

The issues and concerns detailed in the ARP came from the public participation process. The information was gathered through the open house, questionnaire, transportation study as well as discussions with the Community Planning Advisory Committee (CPAC), the Community Associations, the Ward Aldermen, property owners, and business people.

The major concern identified by North Hill residents was traffic, followed by concerns related to residential issues, maintenance and quality of streets and sidewalks, property maintenance, parking, security and vandalism, miscellaneous concerns (e.g., need for a library), parks and open space, commercial uses, and taxes.

The following is a summary of the important issues:

## Residential Issues

- loss of neighbourhood character through the subdivision of lots;
- compatibility and quality of new development and renovations;
- appropriateness, amount and location of multi-unit housing;
- senior citizens' housing and service needs;
- property maintenance and appearance; and
- duplexes and fourplexes.

## Commercial Issues

- general maintenance and appearance, including the pedestrian environment;
- public improvements for major commercial areas;
- need for greater diversity and variety of commercial uses to meet local needs;
- quality and compatibility of new development, additions and renovations with the adjacent residential uses;
- interface between commercial and residential development and the need to address negative impacts of commercial development on adjacent residential areas; and
- appropriateness of the CS-1 land use district between 10 and 14 Streets.

## Public and Institutional Issues

- closure or expansion plans of schools and other institutional uses (e.g., churches) as well as the development of new public or institutional uses and the impact on the adjacent community;
- negative impact of major institutional facilities (e.g., SAIT) on the residential communities; and
- future use and development of City-owned lands.

## Heritage Issues

- preservation and conservation of heritage sites (including the associated landscape).

## Parks Issues

- the amount of community open space and whether that space and the facilities provide sufficient opportunities for residents;
- negative impacts (traffic and parking) on adjacent residential areas from the increasing use of community facilities and open space;
- adequacy of the pathway and bikeway system;
- interface (edge condition) of Confederation Park with adjacent residential development and the ease of access for pedestrian and cyclists into the Park; and
- future role and health of community associations.

## Safety Issues

- personal safety and property crime.

## Environment Issues

- environmental pollution and contaminated sites;
- loss of mature trees; and
- environmentally sustainable landscaping and maintenance practices.

## Infrastructure Issues

- quality and maintenance of public infrastructure (e.g., lanes, roads, sidewalks, and utilities).

## Transportation Issues

- shortcutting traffic through the neighbourhoods, in particular the traffic volumes and speed on 20 and 24 Avenues;
- the negative impact of non-local traffic and spillover parking on residential areas from commercial, institutional, and community facilities;
- pedestrian and cyclist safety and access, (recognizing the future 16 Avenue widening and how crossings will be addressed) to the downtown and within the communities;
- widening requirements, as well as the timing related concerns for major roadways (e.g., 16 Avenue) and the impact of these widenings on adjacent land uses;
- hazardous goods route on 16 Avenue, its appropriateness and impact on adjacent residential areas;
- pollution issues associated with major roadways;
- truck traffic on non-truck routes; and
- need to improve public transit in terms of accessibility and service.

## 9.3 Rationale for Proposed Redesignations

The recommended land use policies and implementation actions support maintaining the existing character and quality of the community through conservation and rehabilitation, while allowing new development to occur that respects and enhances the fabric of the existing community.

The approach is to:

- create land use stability;
- encourage attractive and compatible redevelopment to increase inner city population;
- maintain and enhance community amenities;
- discourage the expansion of commercial uses into the adjacent residential community; and
- increase population near major traffic/transit arteries.

### City-Initiated Redesignations

**Sites 1, 2, 3 - CS-1 to RM-5/DC (RM-5) - 16 Avenue/17 Avenue NW**

These parcels were designated CS-1 originally to allow a mix of residential and commercial uses close to SAIT. Such development did not occur in large part because the potential impacts from commercial development on these properties resulted in opposition to redevelopment from adjacent residential owners. The ARP proposes to redesignate Site 1 properties to RM-5, an apartment designation which reflects the type of development which has occurred over the past 30 years. Site 2 would be DC (RM-5 plus the existing parking lot). By removing the commercial use option, the area will be sure to retain its residential character.

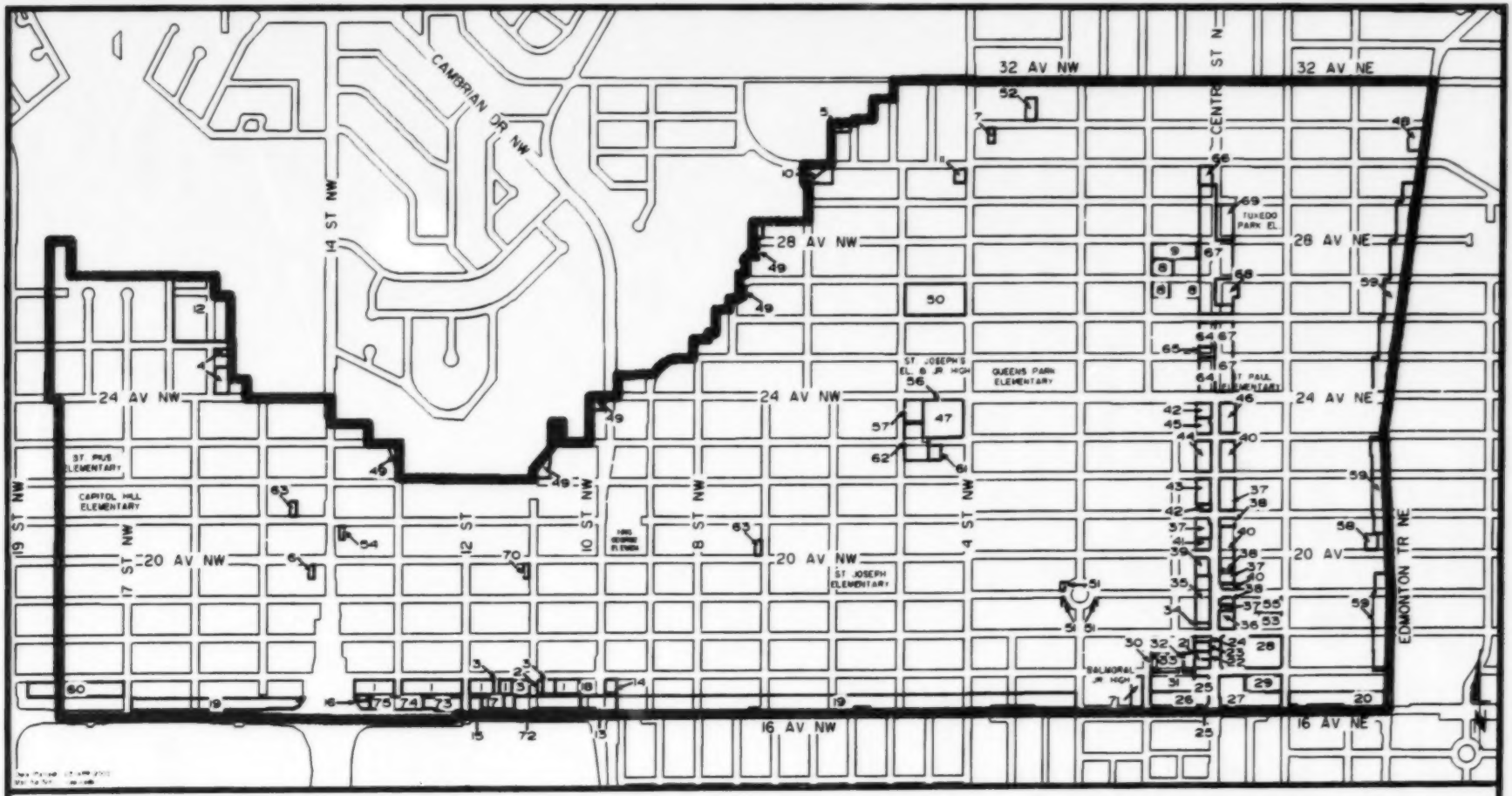
Owners of Site 3 properties indicated a desire to retain the option to develop limited commercial on their sites in the form of medical or dental offices. The proposed DC designation for these sites would allow such uses as long as the standard bylaw requirements were met.

**Sites 4 & 5 - A to R-2 - 24 Avenue/16 Street NW & 5A Street/30 Avenue NW**

These residential properties are currently designated A (Agricultural), the original designation when the area was part of Confederation Park. The proposal is to redesignate them to R-2, the same designation as the adjacent residential properties.

**Site 6 - DC to R-2 - 20 Avenue/14 Street NW**

This site was zoned Direct Control in 1980. The rules allow development of a 14 stall parking lot. The ARP recommends redesignation of the site to R-2, the surrounding residential designation.




Legend

- Area Redevelopment Plan Boundary
- 1 - 52 City Initiated Redesignations
- 53-75 Owner Initiated Redesignations

Map B9

North Hill Area Redevelopment Plan

Proposed Redesignation Sites
(details in Table 1)

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Date:
June 1999

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METRES

**Site 7 - C-1 to R-2 - 459 31 Avenue NW**

This site is zoned C-1 for local commercial uses but is developed as a single detached house. The proposed zoning to R-2 would reflect the existing residential use and thereby reduce instability on the block.

**Sites 8, 9 - R-2 to RM-4 - 27/28 Avenue NW**

These properties are currently designated R-2 and are adjacent to large RM-4 areas close to Centre Street. One objective of the ARP is to identify opportunities to increase the population densities in inner city areas where there would be only marginal impacts from such changes. These areas would meet this criteria as the only affected R-2 properties are lots flanking, rather than facing, the proposed RM-4 sites. Traffic volume increases would be minimal and would be easily handled by the nearby major roads.

**Site 10 - R-2 to PE - 30 Avenue NW**

**Site 11 - C-1 to DC (R-2 and Office) - 30 Avenue NW**

The proposed DC designation would permit this C-1 site to be used for housing as well as the current commercial use. The proposed zoning would also restrict the commercial use to an office rather than retail.

**Site 12 - A to DC Engineering Streets Depot - 16A Street & 26 Avenue**

See section 3.3.11 in the ARP.

**Site 13 - CS-1 and C-3 to DC - 10 Street/16 Avenue NW**

These properties occupy an important intersection site where additional density is warranted by the proximity of bus routes, major roads and comparatively higher buildings. The additional height proposed will help create a landmark location similar in height to nearby buildings and will have little residential impact. The maximum height of predominantly commercial buildings will be 16 m. In buildings that are more than half residential the maximum height will be 27 m to allow a total of nine stories. The development at grade must be commercial.

**Sites 15, 16,17, 18, 19, 20 - C-3 and CS-1 to C-3(16) - 16 Avenue NW/NE and South Portion of 802 - 17 Avenue NW**

Most of the properties along the north side of 16 Avenue are currently zoned C-3. C-3 allows buildings 46 metres (150 ft) high. As these properties are generally adjacent to lower density residential designations, a substantial reduction in the maximum allowable height is appropriate. Such a reduction will reduce the impacts on abutting detached housing of overshadowing, loss of privacy and the possible visual intrusion from overly tall structures. The maximum height along this corridor should be reduced to 16 metres (52 ft.). This could still result in shadows falling in the yards of homes to the north but it will avoid the houses themselves being in shadows.

This height reduction will have only limited impact on the development potential of the affected properties. The lack of high rise buildings along the strip is primarily due to the small site size which limits opportunities and makes comparatively expensive underground parking almost a necessity for buildings above three to five storeys.

The ARP supports residential development along 16 Avenue, above grade level retail. The Approving Authority is encouraged to allow predominantly residential development to proceed with less than the 25% Land Use Bylaw minimum commercial requirement.

**Sites 21, 22, 23, 24, 25, 26, 27 - DC/C-3(16)/C-3(27)/C-3 to C-3(20) - Centre Street/16 Avenue Node**

These blocks are the core of the 16 Avenue and Centre Street 'node' and accordingly will have the 'highest' designation in the area. They currently have a variety of designations - Sites 21 and 24 are DC(266) allowing local commercial development, Site 22 is C-3 (16), Site 23 is C-3 (27) and Sites 25, 26 and 27 are currently designated C-3 with the full 46 metres (150 ft) height maximum. The proposed designation for this block face is C-3 (20). This allows the full C-3 range of uses, however they will have their maximum height reduced from the current 46 metres (150 ft) to 20 metres (66 ft).

**Site 28 - C-1 to DC "Safeway Site" Centre Street/17 Avenue NE**

See section 4.4.3.20 in the ARP.

**Sites 29, 31, 32 - C-1/DC/RM-4/R-2 to DC (C-2(12) or RM-5) 17 Avenue NW & NE**

These sites along 17 Avenue are adjacent to the higher density 'node' at 16 Avenue and Centre Street. The proposed redesignations would allow either residential or commercial uses along 17 Avenue NW & NE. This street holds promise for redevelopment due to its proximity to the active commercial area and to the open space on the school grounds. Either multi-unit residential or low rise commercial would be appropriate in the area.

**Sites 30 & 33 - R-2 to DC (C-1) or RM-2, 1 Street 17 Avenue NW**

The proposed heights and densities for Sites 30 and 33, on the north side of 17 Avenue NW are lower than on the south side in consideration of the detached housing north of the lane. Any new commercial development will have to minimize impacts on the adjacent residential. Auto-related uses are discouraged.

**Sites 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46 - C-1/C-2/C-3(16)/DC/RM-4 to DC - Centre Street**

The properties along Centre Street, from 18 Avenue to 24 Avenue, will be a medium density residential and commercial area. The zoning proposed would generally standardize the properties at a DC C-2 (12) level, more intense than anything currently built in this area.

**Site 47 - C-3 to C-3(16) - 4 Street NW**

This is a unique site due to its C-3 designation which allows a maximum building height far in excess of what is appropriate in proximity to detached housing. The ARP proposes a reduction in the allowable height from 46 metres (150 ft) to 16 metres (53 ft), still substantially higher than any development on 4 Street. The floor area to site area ratio of three, which establishes the site density, will remain unchanged, however, certain commercial uses such as auto sales, servicing, specialities and body shops will not be allowed. The City would support an owner initiated redesignation to allow residential development under RM-4(75) rules.

Site 47 also includes half of a lane designated C-3. The City will redesignate it to R-2 to match the westerly half which is R-2.

**Site 48 - C-6 to C-1 - Edmonton Trail**

This site is currently designated C-6, a highway commercial district. The proposed designation to DC local commercial, would allow a range of commercial uses but would reduce the allowable C-6 building height from three storeys to two storeys - a more appropriate height close to detached housing.

**Sites 49, 50, 51, 52 - R-2 & RM-4 to PE**

These parcels currently have a residential designation. The ARP proposes to redesignate them to reflect their public use.

## Owner-Initiated Redesignations

**Sites 53, 54, 55 - R-2 & C-1 to RM-4 - 18 & 19 Avenues NE & 1435 - 21 Avenue NW**

These R-2 and C-1 sites are more appropriately zoned RM-4 reflecting the adjacent apartment zoning and the City's commitment to higher inner area housing densities. The City will support owner initiated redesignations on these parcels.

**Site 56 - C-3 to RM-4(75) - 4 Street NW**

This is the same location as Site 47. The ARP proposes that the City redesignate the site from C-3 to C-3 (16), however, the ARP also supports an owner-initiated redesignation to RM-4(75) a medium density three storey designation. Although apartments are permitted, townhouses are preferred. This designation would allow a maximum density of 75 units per hectare.

**Site 57 - R-2 to RM-2 - 5 Street/24 Avenue NW**

These sites are close to the large community site. The current designation (R-2) allows only duplexes and detached housing. The proposed RM-2 zoning would also allow townhousing on the site. This redesignation would be appropriate due to the proximity of these parcels to the large commercial property to the east and to the sites supported for rezoning to the south (sites 61, 62).

**Site 58 - C-1 to RM-4(75) - 20 Avenue NE**

These commercially zoned properties (C-1), near Edmonton Trail on 20 Avenue, are also appropriate for residential use should the owners wish to apply for redesignation. Commercial development has not occurred over the past decades and the owners may wish the opportunity to redesignate them to allow multi-unit development similar to that allowed on adjacent property.

**Site 59 - R-2 and DC to DC (RM-2) - Edmonton Trail Frontage**

These properties along Edmonton Trail are supported for redesignation from R-2 and DC to DC (RM-2) to allow townhouses or apartments. The sites are impacted by noise and traffic from Edmonton Trail and a denser building form would provide an acceptable residential environment in the new residential units, as well as provide additional protection for the detached homes to the west. This would also increase the population along this major transit route.

The lane, north of 20 Avenue will separate the RM-2 uses from the R-2 detached housing area. Landowners proposing redevelopment may have to widen the lane to maximize their access. The maximum density should be in the 30 upa range. Single-detached, semi-detached and duplex dwellings may develop under RM-2 rules (i.e., Section 25(5)(h) of the Land Use Bylaw need not

apply). Specific site circumstances (e.g., lane access, parking configuration) may support apartments, rather than townhouses. Generally, new development should be oriented to the avenues rather than to Edmonton Trail.

**Site 60 DC to DC - Highlander Hotel Parking Lot**

This site has been a parking lot for many years and there is no indication that the owner contemplates any changes. The size of the parcel and its commercial zoning adjacent to detached housing demands, however that the long term land use be addressed. The ARP proposes that any redevelopment on the site should be to a residential/townhousing use and will support an owner-initiated redesignation to that purpose. The existing DC zoning allows parking lot use.

**Site 61 - C-1 to DC (RM-2) - 23 Avenue NW**

These properties, designated C-1, can be developed under their commercial designation or as townhousing (RM-2). The purpose is to allow higher residential densities in this area close to the community site and the 4 Street commercial area. This area offers the opportunity to contribute to a focus for the community.

**Site 62 - R-2/C-3 to DC (RM-2 or C-1) - 23 Avenue NW**

These R-2 properties can redevelop in a variety of ways:

- as detached or attached units under the R-2 zoning;
- as multi dwelling units under RM-2 zoning, allowing various forms of townhousing
- with limited local commercial uses.

The intent is to allow the gradual development of strengthening the existing mixed-use area in this location (see also site 61). This area serves as a focus for the community and redevelopment should allow current residents options to avoid the impacts from the community use area to the west.

**Site 63 - R-2 to DC - 20 & 21 Avenue NW**

These two R-2 properties are potential heritage sites. The ARP policies outlined in Section 5 Heritage Conservation, indicate that these sites could be redesignated to accommodate an office use within the existing residential structure should the site be added to the City's list of Potential Heritage Sites.

**Site 64 - RM-4 to DC 4 or C-1 - Centre Street**

These properties are zoned RM-4 and the ARP supports owner-initiated redesignation of any of the parcels in this area to DC or C-1. The DC could allow retail at grade with two floors of residential above.

**Site 65 - DC to RM-4, C-1 or DC - Centre Street**

This site currently has a DC zoning that allows RM-4 uses plus a main floor hobby shop. The ARP will support, in principle, an owner-initiated redesignation to C-1 which would allow the owner a larger range of commercial uses similar to the adjacent or to DC. The DC would allow retail at grade with two floors of residential above.

**Site 66 - R-2 to DC (RM-2) - Centre Street**

This site is presently designated R-2. Residential properties fronting on Centre Street are more appropriately designated for higher density residential uses, better able to adapt to the traffic impacts from Centre Street and better able to take advantage of the transit service along the strip. These properties, which are next to low density detached housing are recommended for RM-2 townhouse/apartment development.

**Sites 67, 68 - C-1 to RM-4 or DC - Centre Street**

These properties along the east and west side of Centre Street are currently zoned C-1 or DC. The ARP supports the redesignation of these properties to RM-4, a low rise apartment/townhouse designation or DC (retail at grade with two floors of residential above). The RM-4 multi-unit residential designation will have minor impact on the adjacent housing and it would meet the strategic planning goals of increasing the population in the inner city, particularly close to major transit routes.

**Site 69 - R-2 to DC (RM-5) or C-1 - Centre Street**

The current R-2 designation could be changed to allow low rise commercial uses (C-1) or townhouse/apartment development. These properties front onto Centre Street and are separated from the adjacent school yard by a lane. The designation proposed would allow five storeys of residential or at-grade commercial and four storeys of residential. The parcel's isolation from low density housing make this higher density, which meets City objectives, realistic.

**Site 70 - R-2 to DC (C-1 and R-2) - 20 Avenue NW**

This property is currently in use as a small grocery store, allowed under the R-2 zoning only because it has been in operation prior to the adoption of

current rules. The store provides a service to the neighbours and the ARP would support the owners in applying for a zoning to formalize the use.

**Site 71 - R-2 to C-2(16) or RM-5 - 16 Avenue & 1 Street NW**

This is currently a Unitarian Church site. Due to its location along 16 Avenue, redevelopment of the site to commercial uses (oriented to 16 Avenue) or apartment uses (oriented to 1 Street) would be supported.

**Sites 72, 73, 74, 75 - C-1 & DC to C-3(16) - 16 Avenue NW**

These sites along 16 Avenue are designated C-1 or DC. Site 75 is DC for auto service use and Site 73 is DC for a car wash and restaurant. The proposed redesignation of most of the properties along 16 Avenue in this ARP establishes that these sites are appropriate for rezoning to a C-3(16) designation. The sites back onto an area zoned for four storey residential development so there will be no overshadowing.

## 9.3.1 Residential Land Use

**Low Density Conservation and Infill (R-2 District)**

The ARP reaffirms a "conservation and infill" policy which supports maintaining the existing character and quality of the neighbourhood through conservation and rehabilitation, while allowing infills that respect and enhance the community. The R-2 district, the predominant land use designation in North Hill, allows single detached dwellings on minimum 7.5 metres (25 foot) lots as well as duplexes, semi-detached dwellings on 15 metres (50 foot) lots.

There was some limited interest in North Hill to redesignate some R-2 land to the more restrictive R-1 District. This direction was abandoned after discussion.

New infill houses and renovations to existing houses are generally desirable to maintain the vitality of inner city communities. To encourage compatible and sensitive infills, City Council adopted the Low Density Residential Housing Guidelines for Established Communities. These guidelines, together with additional guidelines in this ARP, will be considered by the Approving Authority in reviewing discretionary development permit applications.

All residentially designated lands, particularly the multi-unit residential lands, are underdeveloped in comparison to the potential allowed. If all residential lands were developed to their full potential, there would be an increase of approximately 2,700 units or 40% in the North Hill area.

**Low and Medium Density Multi-Dwelling (R-2A, RM-2, RM-3, RM-4 and DC Districts)**

The intent of the low and medium density multi-unit policy areas R-2A, RM-2, RM-3, RM-4 and most of the DC Districts is to provide a variety of housing types including townhouses, stacked townhouses, and apartments. The three communities have expressed some concern with the extent and appropriateness of the multi-unit residential districts, with respect to their built form and impact on the adjacent lower density homes.

One of the arguments behind allowing a mix of housing types is the need to accommodate lifestyle choices. People have different housing needs as they go through life. Encouraging long term residency in a community is generally considered desirable and healthy; it brings stability, fosters community spirit and encourages full use of public facilities and services.

The ARP identifies a number of additional sites for future multi-unit dwellings. In addition, housing units above commercial development are encouraged to provide a broad range of housing units. Generally, City-initiated redesignations (rezonings) are not proposed for these sites and owner-initiated redesignations are suggested in accordance with the ARP policies.

### 9.3.2 Commercial Land Use

The ARP discourages the expansion of commercial uses into adjacent residential areas. Rather the more efficient use of existing commercial land is encouraged.

In the years between 1910 and 1950, many shops were built along 16 Avenue and Centre Street, creating a strong local shopping area. As the surrounding communities developed, a village centre grew up around the intersection of 16 Avenue and Centre Street feeding commercial growth along the two corridors.

The North Bow Design Brief identified three events that affected the character of the area. First, in 1954, it was decided that 16 Avenue would become the Trans Canada Highway route through Calgary. Second, in 1958, the North Hill Shopping Centre opened, and as a new shopping concept in Calgary, some locally oriented businesses moved there from 16 Avenue. Third, the population of the North Bow area began to decline. With changes in the character of 16 Avenue, changes in shopping habits and a decreasing market, the emphasis of the commercial facilities on 16 Avenue and Centre

Street changed from a local pedestrian orientation to a regional automobile orientation.

A number of problems resulted. The development of auto oriented uses has greatly reduced the continuity of local shops needed for a good pedestrian environment. In some cases, commercial facilities do not provide adequate on-site parking which has resulted in traffic intrusion and parking into adjacent residential areas. The signage, lack of landscaping, the number of vacant properties and the unkept condition of some sites contributes to the commercial area problems.

## Centre Street

### Background

The ARP identifies opportunities to strengthen Centre Street through increasing and improving the mix of uses, implementing street enhancement plans (visual and safety) and supporting local business development efforts.

The community has expressed a number of concerns. These include:

- the need to define the boundaries of commercial development;
- the types of commercial uses that are appropriate on Centre Street;
- the orientation and siting of redevelopment;
- the need to improve pedestrian safety and accessibility; and
- the need to review the height and built form under the existing zoning and its impact on the adjacent residential neighbourhood.

## Creating Main Streets and Urban Villages

The auto-oriented development pattern presents a challenge for both retail and residential intensification on commercial lands. The relatively low intensity of development and the segregation of uses reinforces the dependence on the auto. Any intensification must be accompanied by additional parking, which is difficult to provide at grade and costly to provide underground.

The Centre Street business area has both auto and pedestrian elements. Some areas and businesses have a more pedestrian focus (e.g., 16/17 Avenue/ Centre Street intersections and the 20 and 24 Avenue intersection to a lesser extent).

In view of the CTP's designation of Centre Street as a transit corridor and its potential, the ARP policies support the evolution of Centre Street as more pedestrian and transit supportive environment.

Two of the major elements of a more transit and pedestrian oriented design include street oriented businesses and a mix of higher density uses including retail, residential and employment. Street

oriented uses provide a more attractive and safer environment for pedestrians which encourages walking and transit use. Compact mixed use development along major roads encourages transit use by reducing travelling distance and encouraging more balanced ridership in both directions along the road throughout the day.

The elements of successful main streets are also basic to the creation of "urban villages." Mixed-uses, transit and pedestrians dependency and medium density residential development are all vital to creating a "village" within a city. The North Hill communities could benefit from the creation of village centres which would act as a focus for community activities. Mount Pleasant provides the best opportunity in the 4 Street and 23 Avenue NW area. The ARP allows redesignations to support higher residential densities and specialized retail in this area which is close to existing retail and major community facilities. The actual creation of a centre is difficult however as any change to existing land uses and relationships will cause some friction. In addition, there is a need for sufficient residential population to support new retail development. The ARP allows these changes to occur but cannot require them.

The following key factors or ingredients apply to successful main streets:

- encourage compact development and land use intensification, particularly at existing nodes;
- encourage higher density mixed residential and commercial uses;
- encourage a mix of land uses;
- develop a more transit and pedestrian friendly streetscape design;
- develop street oriented uses;
- promote pedestrian, cyclist and transit use; and
- organize, and promote and provide appropriate parking to make the business district successful.

All these factors should be applied to Centre Street so that it can reach its maximum potential. However, the most important elements of any main street are nearby residential density, a mix of uses, a good pedestrian system and good design.

1. Population Density and Mix of Uses

   Population density on and adjacent to main streets is a key element of main street success.

   The ARP proposes a better mix of uses along Centre Street as it provides a number of benefits to area residents as well as encouraging transit uses.

2. Land Use

The retail, commercial, or residential that locate on the main street are critical to an area's success. A concentration of local serving retail and some wider market draw contribute to a main street's success. There is no perfect mix of uses and each place must develop its own character.

Uses that break up the continuity of the street should be discouraged. Low density uses and uses that require a very large parking lot or that would eliminate a large portion of the main street frontage should be excluded.

3. Transportation

Contrary to first impressions, the amount of traffic is not necessarily a problem on a main street. Traffic is in fact a critical element of a vital main street that needs to be managed so it is an asset, not a liability. It is not simply the number of cars that can make an area inhospitable but the speed and nature of the strip. The street and building design and accessibility to adjacent neighbourhood streets generally affects transportation patterns.

4. Pedestrian Circulation

Main streets do not feel or operate like main streets without pedestrians. Traditional main streets have storefronts on the sidewalks and people on foot. Pedestrians will not patronize an area that does not accommodate them safely and conveniently.

As important as attracting customers is keeping them in the area once they arrive. Gaps in the continuity of the buildings such as large parking lots or vacant spaces will deter people from exploring. Studies have shown that pedestrians are willing to walk past only a few blank buildings or vacant spaces. A larger stretch than that means pedestrians will lose interest and turn around.

To encourage pedestrian activity, the ARP encourages uses oriented to the street and to the pedestrian traffic. Centre Street should incorporate the following elements to provide a pedestrian friendly environment:

- Buildings should be oriented to the street and should be built close to the street to improve access and reduce the walking distance to and from the street;

- Uses such as stores, restaurants, services etc. that are oriented to pedestrians should be located at grade; and

- Pedestrian and transit user amenities such as wider sidewalks, bus shelters, waiting areas, street trees, landscaping, canopies and arcades along buildings should be provided.

5. Parking

Most retail parking is directly in the front of the shop in a parking lot where drivers can see easy access to parking when driving by. This discourages the traditional strolling pattern of older and more desirable main streets.

ARP policies generally require off street parking to be provided to the side or rear of commercial, institutional and office buildings. However, there may be situations where parking in front is appropriate - particularly in the interim until intensification occurs.

If some retail parking must remain in front of shops, it is important that the sense of a building street frontage continues. This can be accomplished with landscaping along the street edge of the parking lot. The front sidewalk should continue back to the shops behind the parking lot in order to integrate the shops with the street.

In a main street area, several businesses may share a parking lot to minimize the land used for parking cars.

The easiest and most convenient form of shared parking is on-street parking, which allows immediate access to the sidewalk and creates a buffer for pedestrians. However, on-street spaces are limited. In some retail districts they often need to be supplemented by public lots.

6. Design/Streetscape

The design and physical appearance of a main street has a great deal to do with the livability and economic success of the area.

A change in building intensity, characteristic of older main streets, signals the transition from a residential area into the heart of a business area. The buildings move right up to the sidewalk and may have a second or third storey. This closing in creates the illusion that the street has narrowed, so drivers tend to slow down and watch for pedestrians and parking cars. On-street parking can also accomplish the perceived narrowing and slowing. Street trees are also a very effective visual signal together with other soft visual signals ( e.g., pedestrian level street lights, entrance signage).

Pedestrians are attracted by an interesting and continuous streetscape.

One strategy to improve the public environment is to move the buildings forward to the street edge. Buildings that have different setbacks can still maintain a consistent street presence if substantial landscaping or other elements are at the street edge.

# 10.0 NORTH HILL ARP COMMUNITY PLANNING ADVISORY COMMITTEE (CPAC)

John Attrell
Rhoda Blythe
Ed Cook
Carmel Gatt
Jim Gregory
Cheryl McColl
Christine McGregor
Mardelle Morris
Martin Saunders
Dennis Schramm
Yvonne Van Heddegem
Betty Watson